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SOUVENIR OF A TOUR

IN THE

UNITED STATES OF AMERICA AND CANADA.

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Yours faithfully.

John Watson.

SOUVENIR OF A TOUR

IN THE

UNITED STATES OF AMERICA AND CANADA

In the Autumn of 1872.

By JOHN WATSON,
OF NIELSLAND.

"*A chiel's amang you takin' notes.*"—BURNS.

GLASGOW:
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CHRISTMAS 1872.

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PREFATORY NOTE.

THE following Diary of a brief tour in America was written ſolely for the peruſal of my own family. As ſent home it was, to a great extent, a ſimple chronicle of my own perſonal movements, with ſuch notes, deſcriptive of the places and ſcenes I viſited during my abſence, as I fancied would intereſt my wife and children. It is at the ſpecial deſire of one or two friendly critics, who were afforded an opportunity of peruſing the manuſcript, that I now print it for private circulation, and offer it to them and other friends as a New-Year Gift.

Beyond a ſlight reviſion of the manuſcript previous to placing it in the hands of the printer, he Diary appears in the ſame ſhape as it was written in hurrie. moments ſnatched during the buſtle and fatigue of railway or ſteamboat travel, or whilſt reſting for a brief period in an hotel.

J. W.

10 PARK CIRCUS, GLASGOW,
CHRISTMAS 1872.

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SOUVENIR OF A TOUR

IN THE

UNITED STATES OF AMERICA AND CANADA.

THE VOYAGE OUT.

HAVING taken an affectionate farewell of my dear wife and children at Glencairn, I left Motherwell by train at half-past two o'clock *en route* for Liverpool, accompanied by Mr John Hendrie, of Scotstown House, and "convoyed" as far as Carlisle by my friend Chief-Constable M'Kay. We remained for a night in the great commercial port, staying at the well-known Washington Hotel, where we were made very comfortable. Aug. 23.

This morning we were joined at breakfast by Mr Hendrie's brother James, proprietor of a large iron foundry at Kilwinning, who is likewise to proceed with us to the New World. My friend, Mr A. H. Simpson, came to see me off and wish us God-speed. We had secured berths in the splendid steamship "Russia," one of the celebrated Cunard liners, commanded by Captain Cook, and, at half-past twelve o'clock, we started on our voyage, enjoying a very pleasant run to Queenstown. Aug. 24.

We arrived at Queenstown about eight o'clock A.M., the weather being all that could be desired. It was fully four o'clock in the Aug. 25.

Aug. 25. afternoon before we could ſtart again, having to wait for "the mail," which to-day conſiſted of 109 bags of letters and newſpapers. We had breakfaſt at half-paſt eight o'clock, luncheon at one, and we took dinner at half-paſt four, ſhortly after weighing anchor.

Aug. 26. We are now on the boſom of the great Atlantic, and there is blowing what an old Scotch ſailor calls "a bit breath o' wind." I learn that a number of the paſſengers are afflicted with that awful malady, ſea-ſickneſs; and very few of the lady paſſengers made their appearance on deck to-day. By reclining, and always keeping as much as poſſible in the same poſition, I avoided becoming ſick. Looking around me at intervals, I obſerved ſome "kent faces:" among the paſſengers from Scotland being—Mr and Mrs Moore, of Park Circus, Glaſgow, Mr Galbraith, a brother of ex-Lord Provoſt Galbraith of Glaſgow; Mr M'Ewen, of Park Terrace, Glaſgow; Mr Moffat, of Ardroſſan; Mr Stott, agent for the Scottiſh Amicable Aſſurance Company, Glaſgow; Mr and Mrs Arthur, of Barſhaw, and their ſon Maſter Tom, a nice lad fourteen or fifteen years of age; alſo Mr Richard Kidſton, of Newton, and his brother, Captain Kidſton, of the gallant 42d Highlanders. Occaſional converſations with the above, and with my two travelling companions, Mr John Hendrie and his brother James, ſerved to while away the time and keep me from wearying. Our good ſhip has made gallant progreſs o'er the waves—having, ſince leaving Queenſtown, run a diſtance of 242 nautical miles, which is equal to about 278 geographical miles, the difference in computation being about a ſeventh.

Aug. 27. All voyages to America are very much alike; but writing for my own family circle, I may be excuſed for ſuppoſing that my particular voyage is of conſiderable intereſt at home, and, therefore, I note down that the weather to-day is rougher than it was yeſterday, and that it is wet as well. More of the paſſengers are amiſſing—afflicted with the *mal de mer*. Although feeling at times rather "queer," I have, as yet, eſcaped actual proſtration. Took my breakfaſt in my berth this morning, and ſat down to luncheon and dinner also in what is called the fore-ſaloon of the ſhip, which, to my fancy, is more comfortable than the large ſtate-ſaloon, as it is leſs affected by the vibration inci-

dental to the working of the ſcrew. The bill of fare is the ſame in both ſaloons—all the paſſengers in the "Ruſſia" having paid firſt-claſs paſſage-money—namely, twenty-ſix pounds each. The hours for the various meals are timed on board to a minute, and the fare is varied and excellent. At half-paſt eight o'clock A.M., a ſumptuous breakfaſt is ſerved, at which there is as great a variety of eatables as one finds at a good Highland hotel in the height of the touring ſeaſon, or as can be ſerved on board that pride of the Clyde, the "Iona"—the ſteward of which is famed for giving good breakfaſts. At noon, we have luncheon of ſoups, various meats, potatoes, roaſted apples, &c. At four, dinner waits us—it conſiſts of a moſt liberal ſervice of ſoups, fiſhes, entrées, joints, game, poultry, ſweets, and deſſert—everything, in ſhort, that can tempt a fading appetite: it is needleſs to ſay that thoſe of the paſſengers who have found their ſea legs make hearty and repeated onſlaughts on the various comeſtibles. The waiting at table is excellent. Tea is ſerved at half-paſt ſeven o'clock: and, at a later hour in the evening, thoſe who deſire to have ſupper can be ſupplied; but up till now I have abſtained from that meal—indeed, I am uſually "berth'd" before the hour for ſerving it. Life on board is not at preſent very eventful; but it may be obſerved that the monotony of the voyage was broken a little to-day when two ſhips were ſeen in the diſtance, alſo a large whale, and for a time we were accompanied by a ſhoal of gambolling porpoiſes. Thankful to ſay that up till now I have eſcaped ſea-ſickneſs, which I attribute, in a great meaſure, to my having taken medicine, and remaining quieſcent. Diſtance ſailed to-day, 346 nautical miles. Aug. 27.

There is nothing of any note to record to-day. Although the weather is dry, and there is a great glow of ſunſhine, ſtill it is ſtormy withal, and few of the paſſengers have ventured on deck. It is a wonderful ſight to ſee the great waves of the Atlantic rolling mountains high all around the veſſel: no matter in which direction one turns, there is nothing to be ſeen but a mighty world of water in turbulent motion; truly, as the Pſalmiſt ſays, "they that go down to the ſea in ſhips, that do buſineſs in great waters, theſe ſee the works of the Lord and his wonders in the deep." A fellow- Aug. 28.

Aug. 28. paſſenger with whom I converſed, and who has croſſed the Atlantic ſeveral times, expreſſes his aſtoniſhment at the continued bad weather; "very bad for the ſeaſon," he ſays. Perſonally, I have not felt ſo well to-day, having had ſuch an "all-overiſh" feeling as to incite me to go to bed before dinner time. We are preſſing onward; diſtance made to-day, 300 nautical miles.

Aug. 29. My bulletin of to-day muſt record that I paſſed a very bad night. The ſhip rolled about dreadfully; ſo much ſo that once or twice I was nearly pitched out of my berth. The berths (29 and 30) which Mr John Hendrie and I occupy are near the ſtern of the veſſel, and in conſequence are affected by all the movements of the ſhip. Having doctored myſelf with a ſpoonful of granulated magneſia about five A.M., two hours after that I aroſe and enjoyed a look round on deck till breakfaſt time, when I partook of an excellent meal and afterwards kept up well till luncheon time. I am writing this at half-paſt two o clock, and as I proceed the ſtorm continues to increaſe, therefore very few people are on deck. I have not been able to enjoy much converſation with the Glaſgow "contingent" during the laſt two days: moſt of them being *hors de combat* in conſequence of the ſtorm. At noon to-day we had ſailed from the ſame time yeſterday 307 miles. At dinner we had for an accompaniment the fierceſt muſic of the elements—the whirring rain and the deep craſhing roar of the thunder, preceded by vivid flaſhes of lightning. Dinner in conſequence very comfortleſs.

Aug. 30. By two o'clock yeſterday (Friday) morning the wind had freſhened into what one of the officers called "a ſharp gale," and the force of the ſtorm was ſufficient to awaken the ſoundeſt ſleeper. I "turned out," to uſe a nautical phraſe, about the uſual hour, and put in an appearance at the breakfaſt table; but, as was to be expected during the continuance of ſuch a gale, there were many vacant chairs. After eating a light breakfaſt I ventured upon deck, but made only a very ſhort ſtay, as the veſſel was pitching dreadfully, and ſhipping every now and again heavy ſeas, which waſhed the deck from ſtem to ſtern. I was quite dull and uſeleſs all day, laying ſquatted on a couch reading and dozing

alternately, not inclined to put pen to paper, and in conſequence deferred this deſcription for a day, as you will obſerve by a peruſal of the next entry. As one incident of the ſtorm, I may mention that the top ſail of our mizzen maſt was blown clean away. Mr Moore, who has croſſed the Atlantic above twenty times, ſaid to me in the courſe of converſation, that he had never ſeen the weather ſo rough at this ſeaſon of the year, and that we were having quite a winter-like voyage. Strange to ſay, I have never yet become ſea-ſick—that is, to the extent of having my ſtomach upſet: it is only right to confeſs, however, that at times I feel decidedly queeriſh and out of ſorts. Aug. 30.

To-day (Saturday) we are croſſing the vaſt cod banks of Newfoundland, the greateſt fiſhery of its kind in the world, although it is ſaid not to be ſo productive now as it once was; and no wonder, ſeeing that it has been ſo induſtriouſly fiſhed for a period of three centuries. We have juſt had luncheon, and while I am writing this a pleaſant change in the weather is taking place: the ſtorm has abated, and the motion of the ſhip is therefore not ſo violent as it was during the laſt two days. With the good weather come forth the ladies. I ſaw Mrs Moore and alſo Mrs Arthur on deck to-day for the firſt time ſince Tueſday, they having, I fancy, kept their ſtate-rooms on account of the ſtormy weather. A number of the paſſengers not hitherto ſeen on deck, having found their ſea legs, are promenading and lounging about, or fixed on American rocking chairs, "taking it eaſy," as the ſaying is, many of the Americans having their own private chairs on board. At dinner, however, we had premonitory ſymptoms of a recurrence of the gale, and ſeveral ladies and gentlemen left the table in conſequence. I turned in to my berth about nine o'clock, and in the courſe of an hour the ſtorm increaſed ſo very conſiderably that I ſlept very little indeed. I heard the waves daſhing upon the ſhip with irreſiſtible force, and ſeveral fierce ſeas, I was told, broke over her. Diſtance run yeſterday, 275 miles; to-day, 254 miles. Aug. 31.

We had breakfaſt at the uſual hour, and, being Sunday, we had Divine ſervice at half-paſt ten o'clock, when all were invited to aſſemble. Worſhip was conducted by Dr Wallace, the ſurgeon of the Sept. 1.

Sept. 1. ſhip, a young gentleman from Derry—the form of ſervice being that of the Engliſh Church. During this forenoon all the paſſengers were talking of the dreadful gale. Had a chat with the old ſtewardeſs, Mrs Nelſon, who recollected having ſeen me ſome years ago at Liverpool ſeeing Mrs Orr (Mrs Watſon's ſiſter) away to America in the "Perſia." The old lady told me that ſhe had never before experienced ſuch a rough paſſage during the month of Auguſt, nor ſcarcely at any period of the year—"This is like a voyage in the worſt month of winter, ſir." To-day is exceedingly fine, with the ſun ſhining brightly, but there is a heavy ſwell on the water, which cauſes the ſhip to roll very much. All are now wiſhing for calm weather, if only for the ſake of variety, ſeeing that we are within three days' ſail of New York. Mrs Arthur has migrated to the fore ſaloon, and while I am writing ſhe is reclining on one of the couches, her ſon ſitting near her. She bears out my idea that this ſaloon is greatly more comfortable than the other. Collected ſome ſubſcriptions to-day, in addition to a few I had collected before leaving home, for Widow Ruſſel of Chicago, and her children, and I now feel pretty certain of being able to hand her over fully twenty pounds ſterl ng, which will be of great ſervice in her preſent affliction, ſhe having loſt her huſband, dwelling-houſe, and houſehold furniture in the diſaſtrous fire which burned down a large portion of Chicago. Knowing ſome relations of her deceaſed huſband reſident in Motherwell, as reſpectable and induſtrious perſons, who had probably aſſiſted their unfortunate relations in Chicago as far as their means permitted, I originated a ſubſcription among my own friends, with the reſult juſt ſtated. A noteworthy incident of to-day's voyage was that a heavy ſea broke in upon our ſhip, ſweeping the lower deck, where a great many paſſengers were ſeated, from end to end with great force. You may be ſure it very ſpeedily ſcattered the whole party, and ſpoiled the valuable clothes of many of them, much to the amuſement of thoſe who were looking down from the ſaloon deck, although it was rather wicked of them to rejoice at the misfortunes of their neighbours. The weather moderated after this, and, along with ſome others, I waited on deck to ſee the going down of the ſun on the wide waſte of waters, which was a beautiful and, in ſome reſpects, a ſolemn ſight. Diſtance accompliſhed to-day, 322 miles.

I was juſt about to write that this morning I was "up with the lark," but ſoon recollected that no larks ſing on the mighty Atlantic Ocean, ſo, putting down the plain truth, let me ſay that after an excellent night's reſt I made my appearance on deck a little after ſeven o'clock, determined to have an hour's airing before breakfaſt. The weather has at length changed for the better, and to-day almoſt the whole of the paſſengers have ſhewn up. Many whom I had not ſeen hitherto came on deck this morning for the firſt time, and it is the general opinion on board that the remainder of our paſſage will be pleaſant and ſmooth. The monotony of the voyage was broken to-day by one of the "ſights at ſea:" about noon we met the "Spain," a large four-maſted veſſel with two funnels, belonging to the National Steam Shipping Co., and bound from New York to London. This intereſted us all very much, as did a barque in the diſtance, ſuppoſed to be making for the Weſt Indies. It may be mentioned here that ever ſince leaving Queenſtown the "Ruſſia" has encountered ſtrong head winds, and theſe have, of courſe, greatly retarded our progreſs. It is amuſing to note the expedients reſorted to on board in order to "kill time," as it is called, and the efforts to do this would amuſe a deeper ſtudent of human character than I can pretend to be. An immenſe deal of card-playing and betting goes on in certain circles. Every day a number of bets are made or a ſweepſtakes entered into as regards the number of miles the ſhip has ſailed during the preceding twenty-four hours. The diſtance made from day to day is announced in a bulletin iſſued by the Captain, generally about half-paſt twelve o'clock, and not till then is it known who is the winner. To-day, for the firſt time, I joined one of theſe ſweepſtakes, and pocketed half-a-ſovereign as my winnings. The ſweepſtake was got up as to the number of miles the ſhip had ſailed up till twelve o'clock; my gueſs was 284, other gentlemen had gueſſed from 286 to 305, but the diſtance actually run turned out to be 275 miles, and my gueſs being the neareſt, I won the ſweepſtake. You have no idea of the intereſt ſuch a trifling affair as this creates on board ſhip, where all are naturally anxious to find ſome cauſe of excitement. Juſt at preſent (ſay ſix o'clock P.M.) other two large ſweepſtakes are being organized as to the number of the pilot boat which ſhall firſt reach our ſhip with pilot on board to

Sept. 2.

Sept. 2. guide her ſafely into New York. It appears there are twenty-four of theſe pilot boats, ſo twenty-four gentlemen having each placed a pound in the pool, the holder of the lucky number will pocket twenty-three ſovereigns. I have joined one of the pools or ſweeps. Turned in about eight o'clock.

Sept. 3. Got up this morning about ſeven o'clock, after a capital night's reſt. Had my uſual hour's walk on deck before breakfaſt was ſerved, and enjoyed that meal very much. Would you like to know what I had for breakfaſt to-day? Well, I began, as at home, with ſome porridge and milk, followed by a cup of tea and a chop, and wound up by partaking of a ſmall portion of a favourite American diſh called "hominy." This excellent condiment is compoſed of the ſweet Indian corn ground like oatmeal, which, after being thoroughly boiled, is fried in ſmall cakes, and may be eaten either with ſugar or ſalt and butter, according to taſte. At breakfaſt we have all kinds of bread, hot rolls, potatoes, &c. While I am buſy poſting up my Diary (at half-paſt ten o'clock), the gentlemen intereſted in the ſweepſtakes, which I have already deſcribed, are keeping a ſharp look-out for the pilot boats. One of them (No. 14) has been ſeen in the diſtance; but being too far off to make up to us, the gentleman holding that number may be ſaid to be quite "out of the hunt." Three o'clock.—The ſweepſtakes are at length decided, and "No. 1" has carried the day, a pilot boat bearing that number having juſt come "right ſlap down upon us," as an American lad ſaid. General Butterfield is the lucky holder of number one in our ſweep, ſo he places £23 to his credit by the tranſaction. I may juſt mention that the moment the boat came alongſide, the Captain ordered the ſteam to be ſhut off, in order that the pilot might be able to board us. Dined, as uſual, at four o'clock; and an hour and a half afterwards, whilſt walking on deck—the weather being fine although rather cold—another pilot boat, No 19, approached and ſaluted our good ſhip, the "Ruſſia." About ſix o'clock we were all intereſted by the cry of "land ho!" Long Iſland having come into ſight on our right. As it ſeems we ſhall not reach our place of anchorage until about twelve o'clock to-night, I reſolve, as it is very cold, to "turn in," making the good

reſolution, before doing ſo, to be up an hour earlier than uſual in the morning, the quarantine doctor being expected on board about ſeven o'clock A.M., to certify as to our general health, after which everybody will haſten to go on ſhore. Sept. 3.

Turned out this morning about ſix o'clock, and found that we had caſt anchor near Staten Island. After breakfaſt, at ſeven o'clock, the "Ruſſia" weighed anchor, and ſteamed to the Cunard Wharf at Jerſey City. After a very long delay in getting out the luggage, we at length left the ſteamer, and proceeding to a carriage belonging to the Fifth Avenue Hotel, we drove direct to that palatial edifice. My firſt act after arriving was to telegraph home to Mrs Watſon, in a cipher form previouſly agreed upon: I ſimply ſent the words "Acknowledge—Receipt—Important," each word having, of courſe, its own meaning. Sept. 4.

THE UNITED STATES: NEW YORK.

The ſenſation of once again being on dry land was exceedingly pleaſant, although it was ſome time before I could feel I was not "heezing" up and down in the ſhip. After ſecuring a bedroom and taking a hot bath, which was a great luxury, I dreſſed for dinner; in the meantime we had a viſitor in Mr R. Rennie, 152 Chambers Street, a friend of my friends the Hendries. After dinner I ſtrolled with the Meſſrs Hendrie along Broadway, one of the fineſt ſtreets in New York, as far as the South Ferry oppoſite to Brooklyn, a diſtance of about three miles. Returning to our hotel by omnibus, we took tea, after which I wrote my Diary, and about ten minutes after nine o'clock was ſnug in bed. Met Mr Arthur of Barſhaw while walking along Broadway, and had a minute's chat with him. Sept. 4.

From the ſlight glance of New York which I obtained laſt night, it began to dawn upon me this morning that I had reached a land of Sept. 5.

Sept. 5. wonders, and that I was dwelling in a city of great ſplendour, where, as in all other mighty congregations of men, there was alſo poverty of the moſt appalling kind. Theſe were the thoughts which occurred to me as I was dreſſing for breakfaſt, of which meal we partook at nine o'clock. At about ten o'clock we had a call from Mr William Rennie, ſon of Mr Robert Rennie, who kindly came to act as our guide, and to ſhew us the ſights of New York. Hired an open carriage and pair off the ſtreet in order to drive through the city. The charge will aſtoniſh you—it was at the rate of two dollars an hour—a dollar, as you are aware, being about four ſhillings in Britiſh money. We had a hard day's work in ſight-ſeeing. I ſhall briefly run over what we ſaw, and then I will give you an idea of my impreſſions of the "Empire City," as the Americans call New York. Firſtly, we proceeded to the Supreme Courts, then to the City Hall, in Broadway, and next to the offices of the Equitable Aſſurance Company, in the ſame great thoroughfare, which are ſaid to be the fineſt in the world. We aſcended by a lift to the top of the eſtabliſhment, in order to obtain a better view of New York than we could obtain from driving about in a carriage. It is always adviſable to view a city from ſome high place, as it helps one to underſtand its geography better than any number of drives, and we were awarded an excellent view of New York City, New Jerſey City, and Brooklyn. We next went to the Aſſay Office, a place where they melt down both new and old gold and ſilver, and from the Aſſay Office to the Stock Exchange and Court Houſes in Wall Street was a natural ſequence. The next place of intereſt which we viſited in the city was "The Tombs," or City Priſon of New York, and in one of the cells of this melancholy place we ſaw and heard a man named Stocks (the perſon who murdered the notorious Fiſk) converſing with a friend who had called to ſee him. They ſpoke to each other through a grating, which, I believe, is the cuſtom in all priſons. The time occupied in ſeeing the places I have mentioned was about three hours. After leaving the priſon of "The Tombs," we drove to the Central Park, a place of recreation for the people of New York, which reſembles, in ſome degree, the Bois de Boulogne in the environs of Paris, and is very large, containing at leaſt eight hundred acres of pleaſure-ground, in walks, graſſy plots, lakes,

flower-gardens, zoological collections, &c. We ſpent an hour or two in this place very enjoyably, and afterwards drove along with Mr William Rennie to his club, where we dined. As the club (the Union League Club) was nearly oppoſite our hotel in the Fifth Avenue, we felt quite at home. After dinner we adjourned to the Fifth Avenue Theatre, where we ſpent the evening, and came home to "rooſt" about half-paſt ten o'clock. The chief theatres in New York, if I may judge from the one we viſited, are exceedingly comfortable, and in many reſpects ſuperior to thoſe at home: the comfort of the audience being eſpecially ſtudied. Sept. 5.

Breakfaſted about the uſual hour—viz., nine o'clock—when Mr William Rennie again kindly called, offering to ſpend the day with us. I preferred, however, to be left to my own devices this day, as it was my wiſh to viſit ſome friends, particularly my old ſchool-fellow, Mr John Baird, and the Turkingtons. Firſt of all, I called at Mr Baird's house, 324 Lexington Avenue; the eldeſt daughter only was at home, the other members of the family being away at the coaſt, and her father away at his office in the city. Went then to 152 Chambers Street for a telegram which I expected from home. Called next at Mr Baird's office, 29 William Street, and happily found him there. We viſited Delmonico's, a celebrated reſtaurant, and partook of refreſhments, and had a very long chat. Afterwards I went acroſs, *via* Fulton's Ferry, and called upon Mr and Mrs Turkington, with whom I remained till nearly dark, when I left for my hotel that I might finiſh the writing of this Diary, which, along with a letter, I am anxious to ſend home to my wife and children at 10.45, the hour at which the box cloſes for England. Sept. 6.

The weather this morning is very hot. Viſitors came to-day at breakfaſt time, and we had alſo the pleaſure of ſeeing ſome acquaintances: Mr William Robertſon, mining engineer, Glaſgow, and Mr Baird, formerly manager to Meſſrs Colin Dunlop & Co., of Quarter Iron Works, ſat down oppoſite to us at the breakfaſt table, having juſt arrived from Port Waſhington Iron Works. Mr William Turkington called about ten, and I aſked him to ſpend the day with us in ſight- Sept. 7.

Sept. 7. ſeeing, to which propoſition he kindly agreed. My firſt buſineſs was to call at the bank of Taylors Brothers, Wall Street, to procure ſome of what is vulgarly called "the needful." I diſcounted with them a twenty pounds National Bank of Scotland Circular Note at the rate of five dollars and forty cents per pound ſterling, or a total of one hundred and eight dollars. My next viſit was to the City of the Dead (or "God's Acre," as a graveyard is ſometimes called in England) at the beautiful cemetery of Greenwood, at Brooklyn. In order to economiſe time, and ſee the place to advantage, we hired a carriage for an hour's drive through the cemetery grounds, which are very extenſive, covering a ſpace of over ſix hundred acres. The monuments are much more expenſive than any we have in Glaſgow Necropolis, ſome of them having coſt from ten to fifteen thouſand pounds! The hearſes here are very light and elegant, being built chiefly of plate glaſs, which admits of the coffin inſide being ſeen. After inſpecting the cemetery, we proceeded, partly on foot and partly by aid of the cars, to viſit Proſpect Park. This is alſo a very large park, but not ſo large as the Central on the other ſide of the river, called the Eaſt River; the Hudſon, at New Jerſey, where we landed from the "Ruſſia," being known as the North River. Enjoyed the viſit to Proſpect Park exceedingly, and remained fully an hour promenading up and down among a vaſt number of other gentlemen, many of them accompanied by ladies, liſtening to the muſic diſcourſed by a capital inſtrumental band. Arrived at our hotel about ſix o'clock, and dined at the table d'hôte—the dinner of my friend coſting me two dollars, which is about eight ſhillings ſterling: this fact is noted ſimply to give you an idea of American prices. Having finiſhed dinner, we adjourned, along with Mr Robertſon and Mr Baird, to a concert-room, in Twenty-third Street, where we heard ſome ſinging ſimilar to that of the Chriſty Minſtrels at St James' Hall, London. After a very brief ſtay we left, and proceeded to a garden concert, where we remained but a ſhort hour, and then came home to our hotel.

Sept. 8. You will have read at home by this time of the great heat experienced this ſeaſon in New York. I can corroborate, from perſonal experience, all that has been ſaid. To-day it is ſo exceſſively hot that

few perſons are to be ſeen on the ſtreet; my friends and myſelf have in conſequence determined not to go out of doors. I am therefore buſy writing in my bedroom, with as light a burden in the way of clothes as I can poſſibly ſuſtain; and my friends are in their bedrooms in a ſimilar condition. Mr Turkington was to have called this forenoon to inform us whether the celebrated Rev. Henry Ward Beecher was to preach to-day in his church at Brooklyn, as we are all very anxious to hear him, but up to the preſent time, 1.30 P.M., he has not made his appearance. Since our arrival the weather has been, ſpeaking generally, very fine—neither too hot nor too cold; brilliant ſunſhine during the day, greatly tempered by a ſlight breeze. To-day, however, it is all too hot for our Scottiſh taſtes. Yeſterday I called on Mr T. Denniſtoun, at No. 10 Twentieth Street, near this hotel, but, unluckily, he had gone out. You will remember of his being at Glencairn, along with Mr Baird, two years ago. He had called upon me at the hotel here on Thurſday evening, but I was out at the time, and did not ſee him. His brother, however, whom I did ſee, was very cordial and hoſpitable, and offered us the uſe of his carriage and pair for a drive in the Central Park, or anywhere elſe we pleaſed. I promiſed to call again, if time would permit, to ſee his brother, but found that I could not manage to do ſo. While we were in our reſpective bedrooms ſhunning the heat, Turkington, it ſeems, was in the reading-room of the hotel waiting for us. We dined at three o'clock, and continued reſting and chatting within doors, on account of the ſtill intenſe heat, for a couple of hours after dinner. The thermometer, I may tell you, ſtood at 97° in the ſhade, and we heard of ſix caſes of ſunſtroke having taken place. As Robertſon and Baird were on the point of ſtarting for Canada, we wiſhed them a hearty farewell, and then ſallied out for a walk, proceeding down to Third Avenue, to obtain a ſtreet railway car to convey us to the ferry at "Hell Gate," as it is called. This ferry is conveniently placed in order to enable any one to ſee and inſpect the Government operations for improving the navigation of Eaſt River—an improvement which, if accompliſhed, will enable veſſels from Europe to reach New York by the other end of Long Iſland, and thus ſave pretty nearly a day's ſailing. The village of Aſtoria is cloſe by the works where the great under-

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Sept. 8. water blaſting operations, which we went to inſpect, are being carried on. It is thought, if the opening of the river for large ſhips proves ſucceſsful, that this little village may yet become a large town. Mr Turkington told me that he had aſked his father to purchaſe property there; and it might turn out a very good ſpeculation to do ſo. We returned to our hotel by the ſame route as we went, and reached it about nine o'clock, inſpecting on our way the large ſuite of ſtables belonging to the Tramway Company, which can accommodate 1500 horſes, with houſe room in addition for 250 of the large ſtreet cars which are now an inſtitution in American cities. All claſſes uſe them, and they are to be found on the chief ſtreets of New York, Broadway excepted, where only omnibuſes of the uſual kind are allowed to ply. Theſe are exceedingly plentiful, and are much uſed. There is no conductor, as on our 'buſes: you go into them without ceremony, the coachman opening and cloſing the doors by means of a pulley, and you hand your fare to that functionary through a hole in the roof of the vehicle. No perſon rides on the roof of a 'bus here, becauſe in ſummer the heat is ſo exceſſive and in winter the cold is ſo ſevere.

As you will have gathered from what has been detailed to you, I have been rather induſtrious in ſeeing all that could be ſeen, and I ſhall now ſtate briefly my general impreſſions of New York, which contains a population of one million ſouls. The "Empire City" is juſt like all other great ſeats of population: it contains the uſual mixture of good and bad. There are all around evidences of great wealth and of dire poverty. Palaces for the wealthy, which have coſt, in their erection and decoration, fabulous ſums of money; and hovels for the poor, which have been run up for the price of an old ſong. Take, for inſtance, the private dwelling-houſe of Mr A. T. Stewart in Fifth Avenue; it is built wholly of fine white marble, and is ſuperbly fitted up. Some of the ſhops and many of the offices in Broadway are alſo built of marble or granite, others being conſtructed of iron work, common ſtone, brick, and other material. Many of the New York ſhops or "ſtores," as they are called, are decorated with great ſplendour, and contain goods of the fineſt qualities, ſome kinds of which are far more

expenſive than the ſame goods are at home. The hotels are moſtly all buildings of vaſt ſize—eſpecially erected for the purpoſe of being uſed as hotels—as are the theatres and newſpaper offices. The reſtaurants and oyster ſaloons are numerous, and ſome of them, ſuch as Delmonico's, are fitted up at very great coſt. In many of the cafés the cuſtomers are ſerved by young women gaily dreſſed for the purpoſe of pleaſing the eye. Of courſe there are markets of vaſt ſize teeming with fiſh, meat, fruit, game, &c., in wonderful variety, and it muſt take an enormous quantity of proviſions of all kinds to feed ſuch a large population, augmented as it is daily by an inceſſant influx of ſtrangers from every part of America, and, indeed, from all parts of the world. Every perſon one ſees ſeems bent on buſineſs; perſons do not linger over their meals, but riſe from table at once, and ſtart off to their "ſtores," or to follow ſome purſuit or another. Great uſe is made here of ſteam power and the electric telegraph, the latter power being in conſtant uſe by all claſſes of the people, and the foreſts of ſteamboat funnels one obſerves at the various harbours and quays afford convincing proof of the American fondneſs for locomotion. Everywhere, too, there is a deſire to puſh buſineſs: even the lobbies of the hotels being crowded with perſons having newſpapers, books of light literature, and other things for ſale. As may be ſuppoſed, amid ſuch a buſy and competitive population, there is a conſtant demand for news, and the newſpapers here ſeem to ſell in tens of thouſands. I may mention, too, that there is an abſence of much of the uſeleſs ceremony and etiquette which oppreſſes us a good deal in the old country. As an example of what I mean, I may juſt ſay that neither clergymen nor lawyers here wear a diſtinctive dreſs—the advocate has no wig, and the miniſter may be preaching to you in a ſhooting coat and tweed trouſers! There is much leſs conſumption of tobacco than I had expected to find in New York, and the general ſobriety of the people is commendable. Of courſe there are drunkards, as in all other communities, but the drunkenneſs of New York did not appear to me to be at all ſtriking. At dinner very little wine is conſumed, either in hotels or private houſes—indeed, the popping of a cork makes quite a noiſe! Iced water is the chief drink of all claſſes here; and while ice is abundant and cheap—nearly every family uſing a

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Sept. 8. few pounds of it daily—water is plentiful, the people being juſtly proud of their water-works. The water ſupply of New York is brought from a diſtance of 40 miles over hill and dale, and the chief reſervoir contains a ſupply equal to five hundred millions of gallons: a reſervoir nearer the place of conſumption holds about one hundred and fifty millions of gallons, and is thirty-five acres in extent. I ſuſpect Glaſgow and Loch Katrine muſt play ſecond fiddle to the Croton Water-works of New York.

FROM NEW YORK TO ALBANY AND SARATOGA.

Sept. 9. Having made up our minds to move onward, we took breakfaſt early to-day, and by nine o'clock were on our way for Albany on board of the "Daniel Drew," the weather being ſtill very warm, but tempered a little by a breeze off the water. Our ſteamboat is in all reſpects a magnificent ſhip, and far ſurpaſſes in almoſt every appointment our far-famed Clyde "Iona," which ſomewhat reſembles the American river ſteamers. We enjoyed the ſcenery on both ſides of the Hudſon very much—it was a complete feaſt to the eyes; whilſt the ſcene on the water was occaſionally enlivened by the appearance of a ſteam-tug drawing ſome twenty or thirty merchant veſſels loaded with goods of various kinds, many of them well ſtowed with building materials, ſuch as cut wood, bricks, ſtones, &c.; others were filled with grain, and all were bound for New York. The River Hudſon is greatly a pleaſure ſtream for the people of New York, who largely avail themſelves of the luxuriouſly fitted up paſſenger veſſels which ſail upon it for the purpoſe of viewing the fine highland ſcenery to which it gives acceſs—indeed, "the Highlands" of the Hudſon are thought by ſome touriſts who have ſeen both to ſurpaſs in many reſpects the ſcenery of the Rhine itſelf. It was on the Hudſon, too, that Robert Fulton, the inventor, tried his ſteamboat in 1807, two hundred years after the diſcovery of the river by Hendrick Hudſon, the Dutch navigator. Our

veſſel, the "Daniel Drew," made a friendly call at various points to let out or take in paſſengers. Among other places at which we ſtopped were Yonkers (where Waſhington wooed his firſt love, Mary Philips), Weſt Point (where is ſituated the United States Military Academy), Cornwall, Newburg, Poughkeepſie, and Rhinebeck, where there is an active iron work with two blaſt furnaces in operation. I cannot in the limits of a Diary particularize all the places we paſſed or the ſights I ſaw, but many of them were of conſiderable hiſtorical intereſt. We alſo ſtopped at Catſkill and Hudſon, and ultimately reached Albany about ſix o'clock, having ſteamed in all a diſtance of nearly 150 miles. The River Hudſon is not navigable farther up than Troy: all along its courſe I noticed that a conſiderable number of the houſes were built of wood, and I fancied them to be very comfortable dwelling places. We walked direct from the boat to a hotel called the "Delavan Houſe," where we were made exceedingly comfortable. We had previouſly dined on board the ſteamboat about three o'clock, when we partook of an excellent and well-ſerved meal, the ſteward and all his ſubordinates being coloured perſons, chiefly from the Southern States of Georgia and Carolina, but theſe negroes make excellent waiters. The American river ſteamers are neither more nor leſs than floating palaces, replete with all the comforts which a traveller can deſire. Lavatories, dreſſing-rooms, cloſets, ſhaving ſhops, book and newſpaper ſtands, fruit ſhops, and ſo on. Moſt of the ſteamboats have likewiſe bridal chambers fitted up moſt luxuriouſly for newly-married couples, who do not ſhun publicity during the honeymoon as our modeſt Scottiſh maidens do; in fact, it is a blemiſh in the American character that the home life is not thought ſo eſſential to domeſtic happineſs as with us in the dear old "land of the mountain and the flood." I have encountered whole families here—papa, mamma, and a colony of ſons and daughters—who know no other home than the public rooms of the hotel in which they contract for board and lodging! Sept. 9.

After a hearty breakfaſt we proceeded on foot to ſee the ſights of Albany, the chief town—indeed, the capital—of the State of New York. In turn we viſited the Agricultural State Hall, the City Hall, the Supreme Court Houſe, and the Capitol, in which various public Sept. 10.

Sept. 10. officers have accommodation. A new Capitol is being built at an eſtimated expenſe of ten million dollars! This, when completed, ought to be a fine building, conſidering what it will coſt; and I have no doubt it will, judging from the model which one of the foremen exhibited to my friends and myſelf. We next proceeded to examine the great bridge acroſs the Hudſon, and walked along to the other end of it, where there is a ſmall town. This bridge is likewiſe uſed for railway purpoſes, eſpecially for trains to Boſton and other towns in that direction; and there is a portion of it which opens in the centre ſo that veſſels may paſs up and down the river. This part of the ſtructure, which is about one hundred yards long, is moved by ſteam power, and works very eaſily. Whilſt we were on the bridge we ſaw it ſwung round, and ſo I am able to ſpeak about it from obſervation. Afterwards we made a little excurſion in a ſtreet tramway car, driving about three miles into the country in the direction of Troy, a town ſix miles from Albany; and returning about three o'clock to our hotel, we ſat down to dinner, being waited upon, as in the ſteamboat, by coloured ſervants. Before quitting Albany, I may ſtate that it is populous with "inſtitutions" of all kinds—civil, criminal, and religious. There is, for inſtance, the State Library, which contains 60,000 volumes; the Albany Inſtitute for Scientific Advancement, containing a library of 9000 volumes; the Young Men's Aſſociation and the Apprentice's Library, which contain 17,000 volumes between them; there is alſo a very fine model priſon or penitentiary. Albany alſo contains a large number of churches, one of which, the Cathedral of the Immaculate Conception, contains ſittings for 4000 perſons. An obſervatory, well furniſhed and richly endowed, enables the ſtudy of aſtronomy to be carried on with advantage. Nor is the art of war neglected or forgotten, a great gloomy building being devoted to the purpoſes of a State Arſenal. At half-paſt four o'clock we left by train for Saratoga, the faſhionable watering place of America, where we arrived at ſeven o'clock. We walked through a portion of the town to the Clarendon Hotel, where we obtained bedrooms, our baggage reaching us about half-an-hour afterwards. Travellers in this country have very little trouble with their luggage, and do not require to worry themſelves looking after it upon the road as they have to do in England

and on the Continent. It is given in charge to a perſon at the beginning of the journey, who delivers up a "token" for each package, and you never need to take any trouble about it till you arrive at your deſtination, when you mention to which hotel you are going, and your traps are duly forwarded. The weather being delightful to-day, we enjoyed the run by rail from Albany very much. During the progreſs of our journey we took note of all that was going on, eſpecially obſerving that numerous fields of Indian corn were being cut down: in all ſhapes and forms this cereal is in great demand in the United States. Orchards of fine fruit were alſo noticeable during the journey on each ſide of the river, and the railway as well. A large trade in timber is carried on at Albany—the canal, beginning at Lake Erie, about 300 miles in the interior of the country, affording excellent facilities for tranſit. Sept. 10.

In the evening we ſtrolled through the intereſting city of Saratoga, taſting the water at two of the mineral ſprings which have brought ſuch fame to the place. The firſt ſpring yields a liquid very much reſembling ſeltzer water. It is ſituated in the garden attached to our hotel (the Clarendon); the other ſpring which I viſited is the property of another hotel called the Columbian, but we did not like the flavour of it ſo well. Saratoga may be deſcribed as a mixture of Harrogate and Scarborough in Yorkſhire. It is the gay place of reſort in the ſeaſon of numerous American families, attracted by the fame of its ſprings, and a deſire to mix in the moſt faſhionable ſociety of the United States. Living at Saratoga in the height of the ſeaſon is very expenſive, the charge at ſome of the hotels being as high as five dollars for each perſon per day; and the ſuites of dreſſes required by thoſe ladies who deſire to ſhine at the balls, pic-nics, &c., are very expenſive indeed. The coſt of viſiting the place of late years has become ſo high, that many families, inſtead of going to drink the mineral waters, prefer taking a voyage to Europe and back, ſeeing the Highlands of Scotland, the mountains of Switzerland, and the hiſtoric ſights and ſcenes of Italy before they return. As I have indicated, there are many different waters, but the ſpring moſt ſought after is the Congreſs Spring, diſcovered in 1792, the waters of which are ſent all over the world. Dreſſing,

Sept. 10. dancing, and water-drinking, are the chief occupations of thoſe who viſit Saratoga; and, in July and Auguſt, I was told that there are about 30,000 people conſtantly coming and going; the reſident population, however, is not more than 8000 inhabitants. Beyond its being the reſort of gay ſociety, there is nothing particular about the ſcenery or ſurroundings of Saratoga; but two or three of the hotels are remarkable for their ſize and elegance, and hotels are a great inſtitution all over America, do plenty of buſineſs, are well organiſed, and very profitable. Moſt of them are of vaſt ſize: many contain 1000 apartments! There are, as might be expected from its being ſo crowded with viſitors, a number of hotels in Saratoga, as alſo ſeveral boarding houſes of a ſuperior kind. One of the houſes there, the Union Hall Hotel, can accommodate as many as 1800 gueſts, and another, the Congreſs Hall Hotel, can put up 1500 perſons—quite a population of itſelf! It may be alſo mentioned that attached to the Union Hall Hotel there is a large theatre or opera-houſe, and at all the hotels there are bands of muſic. It may intereſt you to know that the Union contains twelve acres of carpeting and one acre of marble tiling, and that a vertical railway, or aſcending chamber, renders the whole ſix ſtoreys of the houſe of eaſy acceſs to the ladies and gentlemen who temporarily reſide in it. Within the hotel grounds, I may alſo ſtate, there are numerous elegant cottages, which are much ſought after by viſitors.

Sept. 11. Aroſe rather earlier than uſual this morning to take a ſhort ſtroll in the city of ſprings before breakfaſt time. I drank at three of the wells in order to taſte the water. After breakfaſt, my friends and I engaged a carriage for a three hours' drive in the neighbourhood, and with a view particularly to ſee Saratoga Lake, about ſix miles diſtant from our hotel. On our way to this ſheet of water, we viſited a number of mineral ſprings, kept open for viſitors at a trifling charge; but we were contented with a mere taſte of the waters, not being inclined to exceed in our potations. While driving along we left our carriage once or twice to gather a few delicious apples which grow on trees planted by the wayſide, and which the coachman told us were *pro bono publico*. Apples, peaches, grapes, &c., are cultivated exten-

ſively and in great variety throughout the States, all in the open air, no hothouſe being required for either grapes or peaches; and being an exceedingly plentiful crop this ſeaſon, apples are conſequently very cheap. Excepting apples, however, I do not think the flavour of American fruits equal to that of thoſe grown at home. We had alſo an opportunity during our ride of viſiting a harveſt field, where we examined the Indian corn as it was being gathered in, and alſo the large yellow pumpkins which grow along with the corn, and are uſed in the ſame way as turnips, being boiled for the feeding of cattle. Sept. 11.

THROUGH CANADA TO THE FALLS OF NIAGARA.

After dinner we took the train at 3.15 for Glens Falls Station, on our way to Lake George; and we arrived at Caldwell, a ſmall town at the end of the lake, after a pleaſant ride, about ſix o'clock, having come a part of the way by ſtage coach. During this journey we enjoyed quite a change of ſcenery, the landſcape being wild and rugged inſtead of paſtoral and quiet. Here we had wild woods and ruſhing waters, reminding me of our own Highlands and other ſcenes that I had formerly viſited. I may notice, before going farther, that we all obſerved how bad the roads are here, both in town and country. They ſtand in great need of being macadamiſed! The road from Glens Falls to Caldwell is laid with wooden planks the whole way, ſo as to fill half its breadth; the other half, as may be expected, is mud in winter and fine duſt in ſummer, which renders travelling upon it very diſagreeable. We were ſo fortunate as to obtain apartments at a very ſplendid and large houſe, with windows looking down upon the end of the lake, called Fort William Henry Hotel. There are ſeveral ſmaller hotels in Caldwell, the place being very much frequented on account of its perfect ſecluſion and remoteneſs from the buſy hum of the city or the ſound of the railway whiſtle. Our hotel had been quite full all ſummer, but as "the ſeaſon" at the time of our viſit was drawing to a cloſe, the gueſts were becoming Sept. 11.

Sept. 11. leſs numerous. After our arrival at Caldwell, and before taking tea, we enjoyed a ſtroll through the grounds of the hotel, and alſo went as far as the village. It appears that during the winter ſeaſon at Caldwell the hotels and larger portion of the houſes are ſhut up, ſimilar to the practice at Chamounix and one or two places in Switzerland. After enjoying a refreſhing cup of tea, we promenaded the balcony of our hotel, liſtening to the ſtrains of a band of muſic playing at the edge of the lake. A lighted ſteamboat was approaching, which attracted great attention; it was crowded with paſſengers, many of whom landed here, and a cannon was fired in order that we might all hear the ſplendid echo, which, to uſe a homely phraſe, is one of the "ferlies" of the place. After a while the band adjourned to the large drawing-room of the houſe, again for an hour or two to diſcourſe eloquent muſic. I waited for ſome time in the expectation that the younger members of the company would organize a ſet of quadrilles or a waltz or two. But no! high propriety was the order of the night; ſo I proceeded to my bedroom, and finiſhed my Diary up to this date. The weather ſince we left New York has been moſt enjoyable.

Sept. 12. Breakfaſted ſo early as ſeven o'clock this morning, in order to be in time for the "Minnehaha" ſteamboat to Ticonderoga. The following little incident may be mentioned here, by way of giving variety to theſe notes. From the careleſſneſs of the porters engaged in conveying our baggage to the ſteamboat, my hat-box fell off the cart and was cruſhed under a wheel, completely deſtroying my black hat. Going back at once to the hotel, I related what had occurred, and demanded damages for the loſs, to which I thought myſelf quite entitled, ſeeing that I was charged a quarter of a dollar for the conveyance of each article to the boat. Five dollars were aſked by me, and after a few minutes ſpent in arguing the caſe, I was paid, and managed to reach the ſteamboat in time. Lake George is a very pretty ſheet of clear water, and by ſome writers has been favourably compared with the lakes of Switzerland; it is dotted with lovely little wooded iſlands, there being as many as 300 altogether, and for the angler it contains fine trout and well-flavoured baſs. I may men-

tion, that in ſailing down Lake George two or three ſmall places are viſited in order to land and receive paſſengers. The ſail down Lake Champlain from where we joined the ſteamboat "United States," which had come from Whitehall (about 28 miles farther up the lake) to our deſtination at Rouſſe's Point, is very enjoyable, although the ſcenery is not equal to that of Lake George. The towns touched at on Lake Champlain are of conſiderable importance: of theſe I may note Crown Point, Port Henry, Burlington, and Plattſbury. After a ſail of about 30 miles, we landed at our deſtination, or rather at a place diſtant about four miles from it. We were conveyed to Ticonderoga proper in carriages, each of which was drawn by four horſes. Of courſe there is again a large hotel, where we find dinner ready for the paſſengers. The road from the place at which we debarked to the hotel is ſomething awful—the worſt I have yet experienced; ſo bad that I am quite aſtoniſhed none of the vehicles have broken down. The proprietor of the carriages, who happened to be along with us, ſaid he was willing to bet that it was the worſt road in the whole United States: "If any one will tell me, ſir, where there is a worſe road, I will go a darned long way to ſee it, I will," ſaid he. Sept. 12.

About a quarter paſt one o'clock, after an early dinner, we left Ticonderoga for Rouſſe's Point, a diſtance of 100 miles, where we are to get the railway train for Montreal, a farther diſtance of 45 miles. We arrived at Rouſſe's Point about nine o'clock, and, this being the boundary between the United States and Canada, we had to ſubmit to an examination of our luggage by the Revenue officers. After the fuſſy ceremony of looking over our baggage had terminated we ſtarted by train on the Grand Trunk Railway of Canada for Montreal, where we arrived at midnight. We paſſed, of courſe, over the River St Lawrence by means of the celebrated Victoria Railway Bridge. Having obtained our baggage, we drove off at once to the St Lawrence Hall Hotel, where we ſecured rooms. On looking over the "Arrival Liſt"—a book kept at every hotel, and where every new gueſt ſo ſoon as he arrives is required to write his name—we found that nearly all the ladies and gentlemen from Glaſ-

Sept. 12. gow who came over in the "Ruſſia" were either at preſent in the hotel or had been within the laſt two days.

Sept. 13. Had a call from Mr Allan G. Sheriff (ſon of Mr George Sheriff of Glaſgow), offering his ſervices to ſhew me the notable places of the city of Montreal. After converſing with him for ſome time, and thanking him for his kind offer, which I found I could not accept, I went to the bank here to exchange two of my circular notes, receiving for my £40 ſterling 191 dollars 77 cents. Afterwards I called on Meſſrs S. W. Beard & Co., when Mr Beard kindly came out along with me and ſhewed me the Montreal Docks and a canal running up alongſide the River St Lawrence, which enables ſteamboats, barges, and "lumber" (*i.e.*, timber) boats to avoid the rapids in ſailing up to or coming down from the ſmooth waters of the river. Afterwards drove out with Mr Beard in his *buggy* (a carriage ſo called) to his dwelling-houſe, ſituated on the *mountain* behind Montreal, and had the pleaſure of being introduced to Mrs Beard. The mountain, it may be explained, is a local name for the high grounds on which moſt of the upper claſſes here have their houſes. Walked over Mr Beard's grounds, about eleven acres in extent, and drank a glaſs of champagne, alſo ate ſome fruit, the nectarines and peaches being grown in his own garden. Before leaving, Mrs Beard preſented me with a fine bouquet of flowers, which upon my arrival at the hotel I ſent up to Mrs Arthur's room with compliments. After dinner, which was ſerved at half-paſt five o'clock, I walked down with my travelling companions to the Merchants' Exchange to read the newſpapers, but that eſtabliſhment was unfortunately ſhut. I had, however, been there myſelf during the day, and read the firſt Scotch newſpapers I had ſeen ſince leaving home—namely, the *Scotſman* and *North Britiſh Daily Mail* of dates 30th and 31ſt Auguſt. Immediately after dinner, I had the gratification of receiving a letter from Mrs Watſon; it was dated 29th Auguſt, and conveyed the pleaſing intelligence that all were well at home. As the poſt box was to cloſe in a ſhort time, I at once wrote home, acknowledging my wife's epiſtle. At nine o'clock I finiſh writing this, and am off to bed. *N.B.*—This is the firſt wet day we have encountered ſince leaving New York.

Jumped out of bed this morning at ſix o'clock, took a cup of coffee, then off to the railway ſtation per omnibus, where we booked ourſelves for a village named La Chine, about nine miles above Montreal, on the edge of the river, our object being to go on board a ſteamboat to ſail down the rapids of the St Lawrence. Theſe rapids, which you have no doubt read about, are the moſt turbulent of all the rapids on that river, and moſt expert ſteering is required to avoid the riſk of being bumped on the rocks, or probably ſhipwrecked. "Shooting the rapids" is quite a pleaſurable excitement, and is performed under charge of an expert pilot, who guides the ſteamer with marvellous dexterity through the intricate channels, keeping cool and collected all the time, doubtleſs quite aware of the terrible reſponſibility with which he is inveſted: one falſe move, and the ſteamer might be daſhed to pieces in a few brief moments! Three or four men are always required at the wheel to keep the veſſel ſteady. I need not ſay that we were ſo fortunate as to "ſhoot the rapids" in ſafety, and, paſſing under the Victoria Tubular Bridge, arrived once again at Montreal to breakfaſt, after which we hired a carriage to drive up the mountain, and take us alſo to the other ſights of Montreal. In the courſe of our little tour we paſſed a number of fine private dwelling houſes, among others two belonging to the Brothers Allan, principal owners of the line of ſteamſhips which ſail between Liverpool, Glaſgow, and Montreal. Viſited, among other places, the Epiſcopal Church, which contains ſeats for one thouſand perſons, alſo the Jeſuit Cathedral, Notre Dame, and the Water Works. I may ſtate that the view from the mountain of the city of Montreal, the river and its huge bridge, and the ſcenery beyond, is varied and pictureſque, embracing a vaſt extent of country—from the city at its foot, with its buildings and ſpires, the iſland of St Helen briſtling with cannon, to the far diſtant green hills of Vermont. Northward ſtretches the Ottawa, and in the eaſt and weſt flows the mighty St Lawrence. I may juſt note here, as a ſample of how buſineſs is done now-a-days, that before going away for our drive, I had occaſion to telegraph to my office in Glaſgow the following meſſage—"With Beard, wants coal immediately—adviſe Glencairn;" and for telegraphing theſe ſeven words I paid twelve dollars, or £2, 8s. ſterling. Sept. 14.

Sept. 14. Montreal is a very fine city, containing many ſplendid buildings both public and private, and theſe, ſpeaking generally, are built of a native limeſtone which very much reſembles granite. There are only one or two very good ſtreets, in which the principal ſhops are ſituated—viz., St James Street and Notre Dame Street; my hotel is in the former. The population of the city is now about 130,000 ſouls. Montreal is built upon an iſland near the junction of the Rivers Ottawa and St Lawrence, and is connected with the mainland by the Victoria Bridge, which is a monument of engineering enterpriſe. Except as regards the timber trade, Montreal is the chief port through which the Dominion maintains its relations with the Old Country. Having previouſly determined to ſtart for Quebec after dinner, going by river and rail, and procured tickets "there and back," at ſeven o'clock we went on board the ſteamboat "Montreal," and our ſleeping berths being allotted to us, we ſtarted on our voyage, the diſtance from the one city to the other being 150 miles. The ſail down the St Lawrence was exceedingly picturesque, the moon being nearly full and the weather fine and bracing. Supper being included in the coſt of our fare, we enjoyed that meal at half-paſt nine o'clock, and in an hour afterwards we were ſnug in our berths.

Sept. 15. We arrived at Quebec—the oldeſt and, after Montreal, the moſt populous city in Britiſh North America—about half-paſt ſeven o'clock in the morning, and at once drove by omnibus to the St Louis Hotel, but that houſe being full of viſitors, we were obliged to ſleep at another hotel belonging to the ſame proprietor (Mr Ruſſell), called the Clarendon; we took our meals, however, in the St Louis. After a brief ſtroll through a portion of the town, we attended public worſhip, and heard a ſermon from the Rev. Dr Cook of the Scotch Presbyterian Church. About one o'clock we ſtarted upon a four hours' drive to Montmorencie and other places of intereſt to ſtrangers, viſiting by the way the Citadel, which has been called the Gibraltar of the New World. One of the ſoldiers, about 200 of whom are in garriſon, conducted us round the forts, from which we obtained a fine view of both the upper and the lower town of Quebec, the River St Lawrence, the Iſle of Orleans, and the country as far as Mont-

morencie. We had here the pleaſure of ſeeing the Governor General of Canada, Lord Dufferin, and his lady, walking about for an airing quite *ſans ceremonie.* Driving over the Plains of Abraham, we ſaw the ſpot where General Wolfe fell. Outſide the walls—for Quebec is a walled city, and to ſtudents full of hiſtoric intereſt—are the ſuburbs of St Roche and St John, which extend along the river St Charles to the Plains of Abraham. On our way to the celebrated falls we paſſed through the town of Beauport, wholly—a family or two excepted—occupied by French Canadians; and I may juſt ſtate in this place that a large number of the inhabitants of the city of Quebec, as well as many of the people in the neighbouring diſtricts, ſpeak the French language, although it is more than a century now ſince the province was taken from the French, to whom it formerly belonged, and with whom it was a pet colony. Sept. 15.

On arriving at Montmorencie we were conducted by a boy, through pleaſant and picturesque grounds, to ſee the celebrated falls, at a charge of a quarter dollar each. We were greatly pleaſed with the ſight: the water of the River St Charles being in pretty full volume, the waterfall, which is of great height—not leſs than 250 feet—was well worth ſeeing, the ſtream falling in an unbroken maſs of great breadth till halfway down, when it daſhes againſt an enormous rock and ſparkles into foam. In winter the water freezes and the ſcene changes: the fall then forms a huge cone of ice 100 feet high, which is annually the ſcene of great merriment, as thousands of people, bent on holiday ſports, flock to ſee the wondrous ſight. The River St Charles falls into the St Lawrence at this place.

On our way back from Montmorencie we came through the lower part of Quebec, which very much reſembles the town of Dieppe and other French towns. Many of the buildings are old world like, and ſeemed to be in a tumble-down ſort of condition; while not a few of them have piazzas and walks round them, which, when firſt erected, would doubtleſs remind their proprietors of ſome ſweet ſpot in their native land which they might never ſee again. In the lower part of Quebec are ſituated the chief private commercial eſtabliſhments, as alſo the

Sept. 15. Banks, Exchange, and Poſt-Office. On reaching our hotel we took dinner, and about half-paſt ſix o'clock I called for Mr Andrew Webſter at his dwelling-houſe, but found that, along with his eldeſt ſon, he had gone to church. I ſaw Mrs Webſter, however, and one or two members of her family. She has nine children living, the youngeſt two being twins, a boy and a girl named Lorne and Louiſe: after a pleaſant chat of twenty minutes duration I came away, having arranged to meet Mr Webſter at the St Louis Hotel to-morrow morning. Hearing many people ſpeak highly of the ſervice of the Engliſh Church, I went there in the evening and heard an excellent ſermon, then home to bed. Weather fine, but cold.

Sept. 16. Mr Webſter called after breakfaſt, and we went out along with him to view the city, firſt viſiting the French Cathedral, where a funeral ſervice was being conducted: the ſiſter of one of the Members of Parliament for Quebec being about to be buried. Afterwards called at an extenſive ſhop along with Mr Webſter and purchaſed a large and handſome dark-brown bear-ſkin, ſuitable for a carriage rug, the price of which was 40 dollars, equal to £8 ſterling of Britiſh money. Afterwards walked down to the lower part of the town by way of "Break-neck Stair," and inſpected a houſe that had fallen on Saturday, but fortunately without cauſing any loſs of life. We then called at Mr Webſter's place of buſineſs, or "ſtore," as ſuch places are uſually called in America and Canada, and were introduced to his partner, Mr Dinning, who was very glad to ſee us, and recollected being at Glencairn about eight years ago, along with Mr Robert Webſter: being myſelf away from home at the time, he ſaw Mrs Watſon. Mr Dinning conducted us to the wharves and ſtorehouſes which his firm (Dinning & Webſter) have rented from the Town Commiſſioners: the firm, I am glad to think, appears to be a thriving one, doing a large buſineſs. At twelve o'clock we ſat down to a champagne luncheon provided by our friends, and at one o'clock we croſſed by a ferry boat to Point Levi, where we took the train to Montreal. On our way there we halted at various ſtations: Methott's Mills, Arthabaſka, Danville, Richmond (where we partook of tea), St Lambert, and others. We reached Montreal about ten o'clock in the evening,

and of courſe went again to the St Lawrence Hall Hotel, where I received a cable telegram from Mr McLure, my caſhier in Glaſgow, which had been forwarded to me from New York. Sept. 16.

Up this morning at ſix o'clock, and drove to the railway ſtation, where we took tickets by rail and ſteamboat for Ottawa. At La Chine, about nine miles from Montreal, where we had been on Saturday, we went on board the "Prince of Wales" ſteamboat, which conveyed us up the St Lawrence and River Ottawa as far as Carillon, where we again took the train, thus avoiding the ſhallows and rapids of the River Ottawa. At the terminus of the railway, at a place called Grenville, we again boarded a ſteam-veſſel, the "Victoria," which takes us right on to Ottawa, where we expect to arrive to-night at about half-paſt ſix o'clock. We breakfaſted this morning on board the "Prince of Wales," and (four o'clock P.M.) we have juſt finiſhed dinner on board the "Victoria." We are enjoying this day's ſail very much, the weather being delightful—neither too hot nor too cold. Met on board Mr David Campbell, late of Glaſgow, whoſe father was at one time caſhier to Mr Dixon, of Govan Iron Works. He was accompanied by his wife and nephew, and the party were going on a pleaſure excurſion to Ottawa. There were alſo on board two Members of the Canadian Parliament—the Hon. John Hamilton and the Hon. Mr Cameron—likewiſe Mr Ogilvie, of Montreal, a friend of Mr Hendrie's, along with his ſon, who were going to their ſhooting quarters. All along our route, both from Quebec to Montreal and from that city as far as we have yet come, large tracts of plantation had been on fire; ſuch fires, it ſeems, are frequent in the Canadian foreſts, and as they cannot eaſily be extinguiſhed, many thouſands of acres of trees are conſequently burned down. Young trees, however, ſoon feed themſelves, and replace thoſe which are conſumed. The accommodation on board the ſteamboats by which I have been travelling has been throughout excellent. A gentleman on board informs me that it will be nearly eight o'clock to-night ere we arrive at Ottawa, as our ſteamboat has been loſing time. Sept. 17.

On our arrival at Ottawa laſt night, about eight o'clock, we drove Sept. 18.

Sept. 18. by omnibus to the principal hotel, called the "Ruſſell Houſe," where we obtained apartments. After partaking of breakfaſt in the morning, we took a ſtroll through a portion of the city, the two principal thoroughfares of which are called Sparks and Rideau Streets. We viſited the two Houſes of Parliament: the Upper Houſe is compoſed of about ſeventy members, and the Lower Houſe of two hundred members. The public departments of the Dominion have their offices in theſe buildings, which are built in three ſeparate ranges overlooking the Ottawa River, and have a commanding appearance: they are juſt being finiſhed, and are all built of ſtone and marble, the latter material being obtained from quarries in the neighbourhood. We next viſited the Falls of the Ottawa at Chaudiere. Theſe falls are very fine, but not equal in reſpect of height to thoſe we ſaw at Montmorencie, although the volume of water is greater, as nearly the whole of the river, which is much larger than the St Charles, flows over the precipice. A portion of the ſtream a little way above the falls is dammed, ſo as to ſupply various large ſaw-mills, two or three of which we viſited: that belonging to Meſſrs Parley & Parry is one of the fineſt ſaw-mills in Ottawa, the chief ſeat of the *lumber* trade in Canada. All dealers in wood or timber in this country are deſignated lumber merchants. The ſaw-mills, which are erected on each ſide of the river, are wholly driven by water, a power which is greatly utilized in America and Canada. Theſe mills ſupply all parts of the country with wood ready cut up for houſe-building purpoſes, &c., beſides exporting to other countries, *via* Montreal and Quebec, large quantities of cut timber. The city of Ottawa is yet in a very primitive ſtate; but, having been made the capital city of the Canadian Dominion, it will in all probability improve both in ſize and appearance in the courſe of a very few years. Rapidity of progreſs is the order of the day in the New World; indeed, towns ſeem to ſpring up and riſe into importance with magical celerity. Such is the ſpirit of enterpriſe abroad in this country, that the hamlet of to-day becomes the town of to-morrow, and the city of a year later! The annual Agricultural Show being open at the time of our viſit, we went to ſee it. The exhibition was intereſting, although, when compared to ſuch ſhows at home, not very grand; but it is improving and extending

year by year. All kinds of agricultural material both for cultivation and amenity were exhibited—horſes, cattle, ſheep, pigs, dogs, and poultry, as well as carriages, ſewing machines, and various agricultural implements. Several Scotchmen who had "exhibits" on the ground were very glad to ſee us, and ſhewed us every attention. We found that ſome of the Glaſgow friends who came over with us in the "Ruſſia" had been here three days ago—viz., Meſſrs Moffat, M'Ewen, Galbraith, and the two Kidſtons; and to-day Mr and Mrs Arthur and Mr Stott have arrived at this hotel. Off to bed at nine P.M., as we require to be up to-morrow morning at ſix o'clock. Sept. 18.

After taking an early breakfaſt, we ſtarted at 7.30 for Preſcott, intending to take the ſteamboat there at half-paſt nine o'clock to Kingſton, for the purpoſe of ſailing through the thouſand iſles of the St Lawrence, and at Kingſton we propoſed taking the train to Toronto, which would be paſſing about one o'clock to-morrow morning (Friday). Upon our arrival at Preſcott we found that the ſteamboat, which had to come from Montreal, was likely to be three or four hours behind time, and, as the day was rather wet, we fixed upon taking a train direct from Preſcott to Toronto, which we did about half-paſt one o'clock. On our way from Preſcott we ſaw the St Lawrence on our left, and near Kingſton we obſerved ſeveral of the picturesque iſles which form the great group ſo much admired by travellers. We touched at various towns, among others Brookville, Landſdowne, Kingſton, Belleville, Cobourg, Port Hope, and Whitby. The country along the north ſhore of Lake Ontario from Preſcott to Toronto is very fertile, and generally well cleared of the original plantations. The houſes along the routes we have been travelling, it is noticeable, are nearly all built of wood, and both in the villages and in the interior of the country this material, ſo uſeful and ſo near at hand, is conſtantly utilized, not only to erect the log hut of the newly-arrived emigrant, but alſo the more elegant frame houſe of the well-to-do ſettler who, having overcome his early difficulties, is now branching into the luxury of a more elegant home. Sept. 19.

Having, on our arrival at Toronto this morning, taken apartments Sept. 20.

Sept. 20. at the Queen's Hotel, we enjoyed a few hours' reſt before being called to breakfaſt, after partaking of which we proceeded to ſtroll along King Street and Yonge Street, which are the two principal ſtreets of the city. At twelve o'clock Mrs Orr (my wife's ſiſter) and her two children, Minnie and Joan, called at the hotel to ſee me, when we went out together to view the town, and paſſed the time in doing ſo till two o'clock, after which we returned to the hotel to dinner. Dinner being over, we proceeded to the railway depôt (as all railway ſtations are called both in Canada and the United States), where we met Mr Orr. We then all walked out and inſpected part of the harbour and the termini of the various railways which touch at Toronto. The new Union depôt preſently being built to accommodate the traffic of the following companies—viz., the Grand Trunk, the Great Weſtern, the Toronto, Grey & Bruce, the Northern Railway of Canada, and the Toronto and Nipiſſing Railways—is a very ſplendid ſtructure, and when completed will be the fineſt building of the kind in the Dominion for railway purpoſes. Arranged that Mr and Mrs Orr and their children ſhould all meet me to-morrow night at the Clifton Hotel, Niagara Falls. At four o'clock I returned to the Queen's Hotel and met the Meſſrs Hendrie and Captain Dick, the proprietor of the houſe, with whom we had agreed to drive for a couple of hours in the country. We proceeded firſt to the Queen's Park, through which there are ſeveral good roads ſhaded with trees. About the centre of the ground are the buildings of the Toronto Univerſity, a portion of which we were ſhewn over; the tower or ſpire of the building is 120 feet high, and the avenues of trees leading to the city are worth ſeeing. Afterwards we viſited Oſgood Hill, where the Law Courts are held. We then drove out through Yonge Street for four miles. This ſtreet is ſaid to be about 35 miles long, ſtretching out, of courſe, far into the country—all the way, in fact, to Lake Simcoe! Think of that, and conſider that about eighty years ago the ſite of this buſy town was occupied by the wigwams of two Indian families! In the courſe of our drive we paſſed a two-ſtorey houſe right in the centre of the ſtreet. It was in the act of being removed to another ſite. Although to a European this forms a ſtrange ſpectacle, it is not an uncommon ſight in this part of the

globe—ſome of the largeſt houſes, hotels, and warehouſes of America having been, from time to time, removed either from one ſtreet to another or backwards or forwards as the caſe may be. Stopped at a houſe and drank a glaſs of champagne with Captain Dick, who had very kindly brought a bottle or two in the carriage. Afterwards we called at a nurſery and ate a few grapes and peaches, taſting at the ſame time ſome other fruit. We reached our hotel ſhortly after ſix o'clock, and, two hours afterwards, I called on Mr and Mrs Orr at their reſidence, and after paſſing a pleaſant hour with them, came home to bed. Sept. 20.

Breakfaſted at ſix o'clock, and an hour afterwards went on board a ſteamboat, on which we croſſed Lake Ontario to Lewiſton, a very pleaſant three hours' ſail. At Lewiſton we got a train on the New York Central Railway for Niagara Falls, and arrived at the Cliſton Houſe Hotel at eleven o'clock A.M. We at once hired a carriage, and drove to all the principal ſights both on the Canadian and American ſides of the River Niagara—ſuch as the Whirlpool below the Railway Suſpenſion Bridge, the Devil's Hole, Goat Iſland, from which we obtained a ſplendid view of the rapids immediately above the Horſe Shoe or Canadian Fall, alſo the American Fall, and the three ſiſter iſlands which ſtand detached among the rapids, but are connected with each other by ſuſpended wire bridges. The Falls of Niagara are of the wonders of the world, no ſight having been ſo often deſcribed or ſo much written about. We were all very much impreſſed with the mighty grandeur of the falling waters, and lingered long viewing the ſcene at all its points of vantage. Returning again to the intereſting ſight after dinner, we walked along the Canadian ſide of the river in order to obtain another view of the two large falls, as well as the Bridal Wreath Fall and the Cave of the Winds Fall. I ſhall not attempt to give you any formal deſcription of the Falls of Niagara, which are undoubtedly the greateſt natural wonders of America. So many accounts of the majeſtic ſcene have been publiſhed by well-qualified writers, that all the world is now familiariſed with "the thunder of waters," which can be heard at a great diſtance as one approaches or leaves the place. It is difficult to contemplate this wondrous maſs of falling water without being awe-ſtricken, or without a ſenſe of Sept. 21.

Sept. 21. perſonal inſignificance ſtealing over one as he gazes at the mighty elemental phenomena ſpread around. All the Scottiſh water-falls or Swiſs cataracts that you have ſeen or read about are, to uſe a homely ſimile, as one drop of water to a bucketful, when compared with the great ruſh and mighty volume of the Falls of Niagara. The figures and ſtatiſtics of the world-renowned ſcene are of conſiderable intereſt, eſpecially to perſons who have not had the advantage of viewing it. The Niagara River, on which is ſituated the falls, is a part of the boundary which ſeparates America from Canada; it is formed from the accumulated waters of ſome of the great lakes, coming laſt of all from Lake Ontario. The falls occur at a diſtance of 22 miles from Lake Erie, and are divided into two—one, the American Fall, is 900 feet wide and 164 feet high, whilſt the other, named the Horſe Shoe or Canadian Fall, is 158 feet high and 2000 feet wide, and it has been calculated that not leſs than one hundred million tons of water flow over theſe giant precipices every hour! It is no wonder, then, that thouſands of people from all parts of the world flock to the Falls of Niagara.

Sept. 22. My friends, the Hendries, having gone off to Chicago, as previouſly arranged, to meet their brother, I was left alone with Mr and Mrs Orr and their two girls (who arrived laſt night); ſo about eleven o'clock I hired a carriage that we might viſit together the ſurrounding country, both above and below the falls. We drove through Drummondville to the burning ſulphur ſpring, ſituated alongſide the upper rapids on the Canadian ſide of the river, coming back to dinner about three o'clock, after which we walked over the new Suſpenſion Bridge to the American ſide, where we ſtrolled about for an hour or more, returning to the hotel to tea; after which, in preſence of Mr and Mrs Orr, I wrote up this Diary to date, having arranged with them to viſit Buffalo, which is ſituated at a diſtance of 25 miles from this place, and to which we proceed by railway in the morning. We again met Mr and Mrs Arthur and Mr Stott at breakfaſt here this morning.

A DETOUR TO BUFFALO: ST CATHERINE'S.

Sept. 23. Left the Clifton Hotel at 8.30 this morning, and, along with the Orrs, took train from Niagara Falls Station, by New York Central Railway, to Buffalo, where we arrived about half-paſt ten o'clock. On our way we obſerved ſeveral peach and apple orchards in full bearing, which looked a pretty ſight, and gave additional intereſt to the ſcene. At La Salle Station the platform was nearly covered with willow baſkets full of peaches, each containing about one buſhel of 60 lbs. weight. An immenſe trade is carried on in peaches in both Canada and the United States, where there is a ready market for the fruit. They are ſold freſh and plump as gathered, but thouſands of buſhels are alſo cut up, mixed with ſyrup, and ſold in cans. The trade in *preſerved*, or, as they are called throughout America, "cann'd" fruits of all kinds, is increaſing amazingly. At Tonananda Station we croſſed the Erie Canal, which I had formerly ſeen at Albany and Troy. This canal extends from Albany to Buffalo at the eaſtern end of Lake Erie, a diſtance of upwards of three hundred miles, and the chief traffic upon it during the navigation ſeaſon (it is, of courſe, frozen over in the winter) is in grain, lumber, and other produce brought from the Weſtern States to the Atlantic ſeaboard by way of the Hudſon River from Albany to New York. There are two direct lines of railway from Buffalo to New York—viz., the Erie and the New York Central, and yet a third is now in progreſs to run along the north ſhore of the Hudſon River, but it is thought that even when this new railway is completed, the three lines will not be ſufficient to convey the rapidly increaſing produce of the weſt. On our arrival at Buffalo we proceeded on foot along Main Street, making one or two purchaſes by the way, to the Tifft Houſe Hotel. Buffalo is a large and populous city, being the third town in point of ſize in the State of New York, and contains 118,000 inhabitants. It is ſituated at the mouth of Buffalo Creek, at the head of the Niagara River, at the eaſtern end of Lake Erie. The harbour is a fine one, and the city has a water frontage extending five miles in length, partly on the river and partly on the lake. It is a very buſy city Buffalo, as its ſituation enables it to do a

Sept. 23. large trade in the lake-borne commerce, nearly three-fourths of which muſt paſs through in going between the Eaſt and the great North Weſt. The buildings in the city are well proportioned; the ſtreets wide and ſtraight, and, as uſual in moſt American cities, they are laid out at right angles. There are numerous public buildings and libraries in Buffalo, and more than ſeventy churches. When I ſtate that the population of the city was increaſed in the ten years from 1860 to 1870 by 37,000 perſons, it will give you ſome idea of the vaſt rate at which the United States of America are progreſſing. As dinner was not ſerved till one o'clock, we ſtrolled out again to look about us. At two o'clock we took a carriage for an hour's drive, paſſing along Delaware Avenue, where we ſaw many ſtyliſh private houſes, built chiefly of brick or ſtone; returning by the eaſtern end of Main Street and along Swan Street, we reached the railway depôt at 3 P.M., going by way of Suſpenſion Bridge (Niagara Falls), per Great Weſtern Railway of Canada, to St Catherine's, where I write this, in the Welland Houſe Hotel. In croſſing the Suſpenſion Bridge we were gratified with another fine but diſtant view of all the falls. As the train paſſes over the river very ſlowly, one has time to enjoy the ſcenery from the platform at the end of the car. Seeing the great falls above and the boiling rapids below the bridge, is certainly a wonderfully impreſſive ſight. At Thorald Station, nine miles below Suſpenſion Bridge, we croſſed the Welland Canal, which forms another link between the weſtern great lakes, *via* Lake Ontario, by which the ever increaſing produce of the weſtern United States is alſo tranſported, by Canadian waters, to Quebec. The weſtern great lakes referred to are Lake Superior, Lake Michigan, and Lake Huron, which is connected with Lake Michigan by a canal called Sault-ſte-Marie. Lake Huron empties into Lake St Clair, the latter into the Detroit River flowing into Lake Erie, the latter again, as has been explained, by the Niagara River over the falls into Lake Ontario. Shortly after arriving at the hotel here, I had a nice tepid ſalt water bath—the ſalt water being ſupplied by a natural ſpring 270 feet under the ſurface. I was attended by a nigger called Henry, *alias* the "Doctor," thoroughly up to his buſineſs, and who "kneaded" me and bathed me to perfection. He ſaid I was altogether in fine condition, only I would perhaps be all the better of taking a ſtave out of

my bicker! Who could have expected to hear a Scotch saying like that from a nigger? We were all very much pleased with the day's excursion, the pleasures of which were greatly enhanced by fine weather. Retired to bed about nine o'clock. Sept. 23.

FROM HAMILTON TO LONDON.

Before leaving St Catherine's, I must pay it the compliment of saying that it is a very pretty town — not large, but with fine drives around it, in a nicely wooded country. Missed seeing Mr and Mrs Arthur: they had been here during the day, but had left before our arrival. Left St Catherine's at half-past seven for Hamilton, where I arrived about nine o'clock. We halted at Grimsby by the way, where I had a few minutes' chat with Mr Orr's father, who is station agent there: and at Hamilton Mr W. Orr parted with us to proceed to Toronto. Met Mr William K. Muir, general superintendent of the Great Western Railway of Canada, who asked Mrs Orr, her two children, and myself to meet him at his house at one o'clock, as Mrs Muir was expecting us to dine and spend the day. Proceeded to the Royal Hotel, in James Street, where I secured apartments for the night: but this was only accomplished after some difficulty, the town being crowded with people from all parts of the country, who had come in to see an exhibition of horses, cattle, pigs, poultry, fruit, and agricultural implements, as well as all kinds of cloths, furs, sewing machines, &c. Dined with Mrs Muir, and after dinner drove along some of the principal streets, such as King Street and James Street, in the first of which are situated all the principal shops. We afterwards proceeded to the Exhibition grounds, where what is called the "Crystal Palace" is situated, in the centre of a large park. This Exhibition or Agricultural Show is open to the whole province of Ontario, and is held "time about" in four towns—namely, Hamilton, London, Ottawa, and Montreal; but I may mention that these towns have an annual show of their own in addition. The Crystal Sept. 24.

Sept. 24 Palace is not a large edifice, but it is very ſubſtantially built, and on this occaſion contained the fineſt ſhow of fruit that I ever remember to have ſeen either in Great Britain or on the Continent. It conſiſted chiefly of apples, pears, peaches, open-air grown melons, and other fruits. The exhibition of ſewing machines, workmen's tools, manufactures of various kinds in leather, cloth, and other fabrics, was alſo very good. I paid ſome attention to the quick-trotting horſes which were exhibited in pairs in a light machine, and driven round a large circular ſpace about 250 yards in diameter, the ſpeed of ſome of the animals being remarkable. The ſhow of Ayrſhire cows was alſo very good; indeed, conſidering that that particular breed has been imported, it was remarkable. There was an immenſe ſhow of pigs, far ſurpaſſing any ſhow of the kind I ever witneſſed before, but, having ſeen this Exhibition, I can eaſily underſtand where the long trains of live pigs, ſent to the Eaſt, New York, &c., come from. The farmers here prefer to feed pigs on Indian corn and other grain, becauſe they make moſt profit by doing ſo. I may mention that we ſaw the Hon. Iſaac Buchanan, and his wife, a ſiſter of Mr Jarvie of Glaſgow, in the ſhow grounds. Drove back to Mrs Muir's, and drank tea along with Mr Muir and their children. Spent the evening with them until about nine o'clock, after which home to our hotel to bed.

Sept. 25. A wet morning! We therefore were not in a hurry to leave our hotel, where we had a call from Mr Muir and Mr Steele, a ſhipbuilder of Ayr, who has come to Canada on a viſit to ſome of his relatives. Parted with them, and then called on Mr Stanbury, whom I found ſtanding at the door of his warehouſe. Next called on Mr Leggat, of Wood & Leggat, who have an ironmongery ſtore, and conduct a very large buſineſs. Mr Leggat ſhewed me through the premiſes, and mentioned that their ſtock of ironmongery, tools, ſteel, and ſtores of various kinds, was worth, at leaſt, £60,000 sterling. Their trade is chiefly wholeſale —the retail trade being of little importance. Called on Mr George Martin, an old clerk of mine, who is now bookkeeper in the dry goods ſtore of M'Lellan & Co., 53 King Street, Weſt. At the bank to-day I was charged 8 per cent. for diſcounting my circular notes—viz., four dollars for each £20 caſhed. After making another call on Mrs Muir to ſay

good-bye, and to thank her for much attention and kindneſs, we came back to our hotel, ſettled our bill, and departed to the railway depôt. I am much pleaſed with Hamilton; it is a very nice town indeed: the ſtreets are wide, although not well kept in the centre, and, as uſual in all the Canadian towns I have viſited, the ſideways are laid with wooden planks, ſometimes laid acroſs, and at other times lengthways, which muſt add to the general danger in the caſe of large fires. It may be mentioned that a principal feature in ſome of the ſtreets is the appearance of ſingle and in ſome inſtances double rows of trees on each ſide. We were detained at the depôt a couple of hours, owing to an accident to a train, cauſed by the breaking of an axle, but at length, all being made right, I parted with Mrs Orr and her children, who were going home, and then mounted the cars of my own train, which was to carry me to London. Having ſelected a parlour car, I found that dinner might be obtained in the hotel car adjoining, and, accordingly, I made one of the party of about a dozen who were to dine, and a moſt excellent meal we had, conſiſting of fine tender chickens, juicy chops, and potato chips, finiſhed off with a cup of coffee, the charge for all I had being 1 dollar 15 cents, which is equal to 4s. 10d. of Engliſh money. Being thus able to ſecure a hot dinner, cooked in a railway train going at the rate of 30 miles an hour, was a novelty to me and ſome of the other travellers. When may we expect to have ſuch a novelty in the ride between Hamilton and London in Britain as I experienced between Hamilton and London in America? On our way we paſſed various towns, and, among others, a very picturesque one called Dundas, Harriſburg, where there is a junction for trains proceeding to Southampton on Lake Huron, Paris, and Woodſtock. From Hamilton to London the country is pretty well cultivated, the old plantations moſtly cleared away, and, generally ſpeaking, as far as the eye can reach, the appearance of the land, as ſeen from the train, is very much like the "Old Country," as England and Scotland are uſually called here. There are fine orchards near Dundas and Paris, and the general ſcene looks attractive to the ſettler, and for ſettlers (immigrants) of all kinds there is abundance of ſpace in the Dominion of Canada, where thouſands and thouſands of acres afford room for the induſtrious huſbandman and mechanic. The train arrived at London about half-paſt

Sept. 25.

Sept 25. eight o'clock, and I was received by Mr John Walker, who had been waiting for me, and who inſiſted on carrying me off to his own houſe, and not allowing me to proceed to the Tecumſtie Hotel, as was my intention. I met at his houſe Sheriff Munro and another young gentleman, a German; remained chatting with Mrs Walker, who had been to a dinner party, and the others till about eleven o'clock, when I went to bed.

Sept. 26. Up betimes this morning in order to finiſh and ſend off a letter to my wife and the dear ones at home, this being the day for the deſpatch of the mail *via* Quebec. Having finiſhed my letter and encloſed in it a portion of my Diary, I went to breakfaſt, which was arranged for nine o'clock. Afterwards I drove with Mr Walker, in his open machine with pair of horſes, to explore the town and neighbourhood, as alſo to viſit his oil works, which are very extenſive, producing 2400 barrels of refined oil weekly—a quantity which is equal to fully 100,000 gallons. Sulphuric acid is alſo produced at theſe works, likewiſe vitriol and ſuperphoſphate from bones, as well as a mineral called "appatite." After driving through the principal ſtreets of the town, Richmond Street and North Street, and ſeeing two building lots Mr Walker had recently bought, one of 115 acres and the other of 72 acres, I took the train at one o'clock for Detroit. London is a very nice town, with the uſual double and ſingle rows of trees along each ſide of the reſidential ſtreets, the population being about 20,000.

TO CHICAGO BY WAY OF DETROIT.

Left at one o'clock by train for Detroit, and on the way we paſſed ſeveral towns, among others Appin, Glencoe, and Bothwell. Saw Lake St Clair on the right, with a few ſhips moving about on its waters. This lake is not nearly ſo large as ſome of the others I have mentioned, and empties, by means of Detroit River, into Lake Erie. Arrived at

Windſor, a town oppoſite to Detroit, and ſeparated from it by the river, and as Detroit (Michigan) is a portion of the United States, our baggage required to be ſubmitted to the examination of the authorities. Having croſſed the river by a ſteam ferry boat to Detroit, on arrival there I hired a carriage ſo as to view the place, and have a drive through the principal ſtreets and avenues of the town—the Wooded Avenue, Fourth Street, &c. Detroit is a ſplendid town, and, I think, not even excepting Montreal, the fineſt I have yet ſeen on this continent—New York, of courſe, excepted. Detroit has been fancifully named "The City of the Straits," and is one of the oldeſt towns in America, having been founded by the French as a miſſionary ſtation in 1670. It is intereſting to know that Detroit has been planned in a peculiar way, having been laid out originally as a circle, with avenues radiating from a common centre; and there are a number of little triangular parks which are very ornamental to the city, which is laid out alongſide the river for a length of about three miles, and looked to me to be more a reſidential city than a buſineſs place. The town has a great many fine ſchools, and an admirable ſyſtem of education. The City Hall is a ſplendid ſtructure, being built in the centre of a very large ſpace of ground, not exactly a ſquare, into which ſeveral ſtreets, ſeven in all, I think, debouch. In this block of ground a monument has been erected in commemoration of the late war, and on the top of the ſtructure, which is about 50 feet high, a ſtatue of Liberty has been placed, and underneath, at equal diſtances round the monument, are other four allegorical figures. The population of Detroit is upwards of 100,000 perſons. Viſited an hotel and partook of ſupper, and, having a couple of hours to ſpare, brought up this Diary while waiting for the train due at 9.40 P.M. to Chicago, a city which I am anxious to ſee, and at which I expect to arrive at eight o'clock to-morrow morning. I have engaged a berth in a ſleeping car, and hope to have a trial of that way of travelling to-night. It appears that the train from the eaſt is about an hour late, ſo, writing in the waiting-room, I may add a line or two to this record. Two ſleeping drawing-room cars having been put on at Detroit Station for Chicago, I got the berth I had aſked for at a coſt of two dollars, and, having undreſſed, went to bed in the carriage while it was waiting in the

Sept. 26.

Sept. 26. ſtation. The train ſtarted for Chicago about eleven o'clock, and, after a pleaſant run, during which I enjoyed a good ſleep, arrived there about ten o'clock in the morning.

Sept. 27. While on the way from Detroit I found the ſleeping car very comfortable, bearing a conſiderable reſemblance, as regards dreſſing conveniences, to a berth on board of a firſt-claſs ſteamboat. Boots are bruſhed, ſoap and towels are provided for waſhing and dreſſing, as well as other conveniences for making a comfortable toilet; in fact, a man may obtain a good night's reſt during a long journey, and be ready to tranſact buſineſs immediately on the arrival of the train at his deſtination—indeed, I noticed ſeveral gentlemen who evidently had ſuch intention. On my arrival at Chicago I drove in an omnibus to the Sherman Houſe, where I found, upon looking at the Strangers' Book, the Meſſrs Hendrie were ſtaying. Afterwards, whilſt driving about, I was much ſtruck by the prominent evidences of the devaſtation cauſed by the great fire in October laſt year, as alſo by the ſtrenuous and very wonderful efforts which have been made to repair its ravages. New and handſome buildings are being rapidly erected, and I have no doubt that, in a couple of years from this time, all traces of the great conflagration will, ſo far as covering the old ground with better, larger, and more ſubſtantial buildings is concerned, be entirely effaced. All the new houſes are being built of ſtone and brick: ſuch wooden erections as were haſtily put up to meet emergencies immediately after the fire will ultimately be replaced by ſubſtantial edifices. Any perſon doubting the energy of the American character ſhould viſit Chicago, where he will ſee how men riſe to an occaſion. In ſome places, after ſuch a calamity as was experienced a year ago in this city, the people would have ſat down amid the aſhes and given way to deſpair: but in Chicago, ſo ſoon as the fire had been got under or had burnt itſelf out, men began at once to act—to replan, to rebuild—and now the city is riſing from its aſhes like a phœnix, more wonderful than ever: many of the new buildings being like palaces.

After breakfaſt, Mr John Hendrie having arrived, we went out, and,

obtaining money from the bank, called at the Cunard Office and Sept. 27.
ſecured berths in the ſteamſhip "Cuba," which ſails to Liverpool from New York on Wedneſday, 23d October. Afterwards, accompanied by Mr Hendrie, I called on Widow Ruſſel, and had the pleaſure of handing over to her the amount of the ſubſcriptions I had received on her behalf—viz., one hundred and fourteen dollars, a ſum equal to £21 ſterling. The poor widow, who ſeems a moſt reſpectable and induſtrious perſon, and ſix of her children who were preſent, ſeemed very grateful for this unexpected gift, for which they thanked me very warmly indeed. Having a carriage with us, we viſited a grain elevator, one of the largeſt in Chicago, ſituated between the River Michigan and the railway. We were taken by a perſon in charge to the top of the building, where we ſaw a method of elevating, weighing, ſtoring, and loading ſhips or railway cars with grain which was new to us, and with which we were highly pleaſed. The elevator or building which we viſited belongs to a Mr Buckingham, and is ſo capacious that it can ſtore one million and a half buſhels of Indian corn or wheat, and one and three quarter million quarters of oats. A veſſel of from 500 to 600 tons burthen can be loaded in about three hours, and every buſhel of the grain be weighed before being ſhipped, the weighing being accompliſhed by large weighing machines placed at every hopper, which can weigh, as a general rule, 350 buſhels of oats or Indian corn at a time. Of courſe the grain is not in bags, but entirely looſe, and the elevators are fitted with ſcoops, on the ſame plan as dredging boats on the Clyde. The Board of Trade of Chicago has promulgated very ſtringent regulations as to the weighing and transfer of the grain ſtored in the elevators, but in ſpite of theſe rules I fear there is conſiderable looſeneſs in the buſineſs, and that purchaſers do not always obtain their parcel according to ſample. I ſhould fancy there are nearly twenty of theſe "elevators" or granaries in Chicago, and I was told that their ſtorage capacity was equal to 11,000,000 buſhels of grain. As many as 17,000,000 buſhels of wheat reach this buſy city in a year. Drove through other parts of the city in order to ſee ſtill more of the ruins, and obſerve the activity diſplayed in the re-erection of the burned portions, and this re-erection is being accompliſhed in a way ſo ſplendid as to excite even the aſtoniſhment

Sept. 27. of former reſidents of the fine ſtreets and avenues. Dined at half-paſt four o'clock, having previouſly had a tepid bath. Met Mr Hendrie's brothers James and William, the latter having been a reſident in Chicago during the laſt twenty-two years. After tea devoted an hour or more to writing up this Diary.

Sept. 28. To-day we were joined after breakfaſt by Mr Hendrie's eldeſt brother, Alexander, who had made a run up from Kentucky to ſee his brothers. The five of us—that is, Alexander, James, William, and John Hendrie (I have placed them in the order of ſeniority), and your humble ſervant—then proceeded by ſtreet cars to ſee other places in and around Chicago. We firſt drove about ſix miles from the centre of the city to the Union Stock Yards, a large field containing upwards of 200 acres of land, all divided into pens for horſes, cattle, ſheep, and pigs: the field being interſected by railways at convenient diſtances, to facilitate the loading and unloading of the various claſſes of animals. We were much amuſed by the "ſtock tenders," or young fellows in charge, not exactly galloping, but gently cantering or pacing at the rate of five or ſix miles an hour from one part of the field to another, flouriſhing and cracking their long laſſo whips as they drive cattle from the railway cars to be weighed alive previous to being placed in the encloſures. We ſaw one lot of ſeventeen cattle driven on to the weighing machine and weighed in a body, the aggregate weight of the lot being 18,904 lbs. I fancy the railway companies charge their carriage rates by weight; and it is advantageous to know the weight either in buying or ſelling cattle. All the pigs and ſheep, after being untrucked, are weighed in a ſimilar way. On enquiry we learned that, during the ſeaſon, 145,000 pigs and from 20,000 to 30,000 cattle are received at the Union Stock Yards every week, beſides large lots of horſes and ſheep, the numbers of which we did not aſcertain. Within the ſtock yard are three arteſian wells, which afford a ſupply of water to the animals; one of theſe wells has been bored, at a width of five inches, to a depth of 1050 feet, and the preſſure at the outlet, which is about four inches in diameter, is ſo very ſtrong that, by means of a ſtill ſmaller pipe, it is raiſed to tanks 40 or 50 feet high, from which the whole ſtock yard is

ſupplied. We viſited Dexter Racing Park, adjoining the ſtock yard, where trotting matches are run, and we alſo viſited the pig-killing eſtabliſhment of Meſſrs Cuthbert, Bland, & Co., which is near the ſtock yard. The pig-killing ſeaſon, however, does not commence till the beginning of November, when the cold weather ſets in. The foreman, in conducting us through the eſtabliſhment, told us that they kill and cure during the ſeaſon 5000 pigs daily, and that they employ 600 men at this eſtabliſhment; and at another they have in the city of Chicago they kill and cure half a million pigs every ſeaſon! The pork-packing buſineſs of Chicago employs about fifty firms, who put a fabulous number of ſwine through their hands annually. In the neighbourhood of the ſtock yards, towards the ſouth, and as far as the eye can reach, the land has all been originally prairie land, quite flat and without trees; very different, in the latter reſpect, from thoſe lands we have ſeen in Canada, and even weſt from Detroit to Chicago; the ſtumps of burned trees ſtill remaining in theſe diſtricts ſhowing that the progreſs of clearing, ſubſoiling, and cultivating, has yet to be gone through. Labour is what is wanted in Canada, as well as in the Weſtern States of America, in order to render the land productive. On our way from the pig-killing eſtabliſhment we obſerved a gentleman's dwelling-houſe, two ſtoreys in height, with ſunk floor, in proceſs of being placed in poſition, by means of a multitude of ſcrews, &c., after having been removed from its former ſite, which might probably be a mile or two diſtant from where it was now being ſet down. Many of the largeſt buildings in Chicago had, both before and ſince the fire, changed their ſite by means of the ingenuity and labour of thoſe who contract to do ſuch things. We next viſited a cow-killing eſtabliſhment, where, during the ſeaſon, the proprietor and his aſſiſtants kill, cure partly, but generally ſend off freſh, from 370 to 400 cattle daily; they had commenced the ſeaſon to-day, and killed 102 animals in the forenoon, juſt before our arrival. We waited for a little time, and ſaw the men ſpearing ſome twelve or fourteen animals, and I muſt ſay they got through their work with great rapidity, going about their buſineſs in a ſyſtematic way; but I will ſpare you the details of ſuch wholeſale killing. Returned to dinner, and, rain having fallen ſince midday, we kept our hotel in the evening. Poſted a few newſpapers to friends at home. Sept. 28.

Sept. 29. After breakfaſt I went with Mr John Hendrie and heard a ſermon preached in Third Church, Carpenter Street. Afterwards we walked through a portion of the city in order to view ſome of the recently erected buildings, and to look at thoſe in progreſs of erection. Three of the beſt buſineſs ſtreets are Madiſon Street, Randolph Street, and Waſhington Street, which all run parallel to each other; next there are Clark and State Streets, alſo running parallel to each other—theſe are alſo excellent buſineſs ſtreets. Among the new buildings erected or nearly finiſhed ſince the date of the fire I noticed many that were models of convenience and of fine proportions—indeed, I have not ſeen better buildings anywhere. The projecting cornices on the top of almoſt every block or ſingle building are made of zinc or galvanized iron, according to a deſign furniſhed by the architect, and look well; of courſe they are all painted to imitate ſtone work. One is apt to wonder how the money requiſite for the erection of ſuch fine buildings has been obtained; but on making ſome inquiries on this point I was told that both capital and labour had been abundant ever ſince the fire. The inſurance offices of America and Great Britain were prompt to ſettle all claims, and money has been freely given on loan or mortgage by capitaliſts in the United States, Great Britain, France, Germany, and other countries, while at the ſame time workmen of every trade have flocked in from all parts of the world. In a very few years Chicago will, without doubt, be one of the fineſt buſineſs or commercial cities in the world, as it is the great emporium for the diſtribution of grain and cattle from various States many hundred miles diſtant—amongſt others Kentucky, Tenneſſee, Texas, Nebraſka, Iowa, and Miſſouri. All the food ſtuffs received in Chicago can be rediſtributed either by water in ſhip-loads or by railway to New York and other eaſtern ports, ſuch as Boſton, Montreal, and Quebec, with great celerity. It may alſo be ſtated, in connection with the American commiſſariat, that a conſiderable tonnage of dead meat packed in ice is carried by the railways to New York and other places in the Eaſt: we frequently ſaw cars laden with ſuch produce.

Chicago, which is ſituated in the State of Illinois, has a population eſtimated to number over 300,000. Conſidering that forty years ago

the name of the town was not to be found on the beſt maps of America, the growth of the place has been indeed wonderful. It was ſo lately as the ſpring of 1837 that a formal charter was given to the town making it a city, and the population of Chicago in that year numbered 4170 ſouls; ſeven years previouſly (1830) the population conſiſted of 170 perſons; but by the year 1850 Chicago contained no leſs than 29,963 individuals. The official cenſus of 1870 gives the return of the population as 299,327. The intellectual and moral progreſs of the people has kept pace with their material enterpriſe, for Chicago is rich in churches and educational inſtitutions, one of theſe being a fine univerſity, with a grand library and a moſt powerful teleſcope. There are ſeveral excellently-conducted daily newſpapers, and one or two luxurious theatres are in courſe of being built. Altogether, Chicago is a ſtriking place, and may perhaps be claſſed as the chief artificial wonder of the New World. The city during the hot ſeaſon is very much infeſted by moſquitoes, and had not my bed in this hotel been well protected by curtains deviſed for the purpoſe, I muſt have ſuffered ſeverely. Mr Hendrie's brother James has been very much bitten by theſe inſects during the laſt two nights, and to-day his hands and face are all covered with ſpots, as if he had been afflicted with an eruption of ſmall-pox, in conſequence of his bed not being protected by curtains. To-morrow we leave at 10.15 for Quincy, *via* the Chicago, Burlington, and Quincy Railway, intending to ſail down the Miſſiſſippi River from Quincy to St Louis. To bed about nine o'clock. Sept. 29.

FROM CHICAGO TO ST LOUIS.

This morning, after the neceſſary operation of paying our hotel bill had been gone through, we proceeded to the railway ſtation and took tickets for Quincy, for which place we ſtarted at 10.15. After paſſing various places, ſuch as Mendola, Galva, &c., we reached Galeſburg, 163 miles from Chicago, about five o'clock, and partook of dinner in the reſtaurant at the ſtation. Leaving Galeſburg, we paſſed Saint Sept. 30.

Sept. 30. Auguſtine, Prairie City, Buſhnell, Camp Point, and other places, arriving at Quincy about half-paſt ten o'clock in the evening. After giving up our luggage tokens to a perſon employed at the hotel, we drove off in the omnibus belonging to the eſtabliſhment to Quincy Houſe, leaving a part of our train to proceed to Kanſas City, which it does by croſſing the Miſſiſſippi on a bridge at this place. Quincy is 263 miles ſouth-weſt from Chicago, and contains a population of between 18,000 and 19,000. On our way from Chicago we paſſed thouſands of acres of Indian corn quite ripe but uncut, it being the cuſtom, when the crops are heavy and conſequently cheap, to allow the ſtraw to remain on the ground, the ears only of the corn being gathered, and being ſo left, the ſtraw of courſe rots, and is ploughed into the ground as manure; again, when the crops are good, and corn only realiſes the very ſmall price of ſay from 15 to 20 cents a buſhel, the farmers, having moveable fences, drive their cattle and pigs in upon the crops, and ſo eat them as they grow in the field. The ſtandard weight of cleaned Indian corn is 56 lbs., but a buſhel in the huſk will weigh about 70 lbs. Each buſhel of the corn eaten by a feeding pig will add about 8 or 9 lbs. to its weight, ſo that farmers eaſily calculate whether it will pay them better to ſell their corn in the open market or feed their pigs with it; when pork is ſelling, as at the farm groſs weight, at three cents—equal to three halfpence of our money—per pound, then Indian corn is worth 25 cents per buſhel. A great portion of the land we paſſed through having originally been prairie land, is very flat and level, producing, however, excellent crops.

Oct. 1. Up this morning about ſeven o'clock, that I might have a ſtroll through ſome of the principal ſtreets before the breakfaſt hour. Viſited the public market, that I might aſcertain the prices of butcher meat, which are as follows:—For beſt boiling beef, 4d. per lb.; good beef ſteaks, 5d.; very beſt ſelected pope's-eye ſteak, 6d. The town, I learn, is *en fête* to-day on account of the ſucceſsful opening of about 70 miles (Quincy to Kirkville) of the Quincy, Miſſouri, and Pacific Railway, a line which, when completed, will be about 280 miles in length. There is a ſtreet car railway, as uſual, in Quincy. We took breakfaſt about eight o'clock, and then walked to the river

ſide to procure the ſteamboat for St Louis due at nine o'clock; but, as uſual, the boat was behind time—a too common occurrence both on river and rail in this country—and we had to wait till twelve o'clock ere the veſſel put in an appearance, and even after arrival the cargo had to be diſcharged and coals and a new cargo taken in; therefore it was about one o'clock ere we were able to ſtart. Dined at two o'clock, dinner being included in the fare of three dollars to St Louis. On our paſſage we touched at Hannibal, a town on the Miſſouri ſide of the river; alſo at Louiſiana, Clarkſville, and Falmouth, all on the ſame ſide. The ſteamboat was quite crowded with paſſengers, moſt of them being on their way to the great State Fair of St Louis, which begins on Thurſday firſt, and continues for nearly a fortnight. About forty of the paſſengers, of whom we were four, had to ſleep in cots put up in the ſaloon. On our way down the river we grounded two or three times on ſandbanks, the river from Quincy as far down as Alton, 140 miles diſtant, being very difficult to navigate on account of the general ſhallowneſs of the water, which is full of ſhifting ſands and bars. We were informed that at preſent the ſtream was very low, but that it ſometimes overflows its banks, on which occaſions the navigation is eaſier. Got to my cot about half-paſt nine, previouſly giving my money and watch in charge to the clerk of the boat, that official having intimated that there were thieves and pickpockets on board, on their way, probably, to the fair at St Louis. During the night our veſſel ſtuck on a ſandbar, and was in conſequence delayed for three hours. About five o'clock in the morning we were rouſed by the ſteward, that the ſaloon might be cleared and put in order for breakfaſt; at this time we were juſt paſſing the mouth of the Illinois River, which is navigable for 250 miles up to a town called Laſcelle, after which, by means of a canal, the navigation is continued to Lake Michigan at Chicago, a diſtance from the Miſſiſſippi of 300 miles. Having turned out according to order, we were much pleaſed to find the ſcenery on either bank of the river grander than that we ſaw yeſterday—more bluffs, rocks, and wooded banks to break the monotony. Breakfaſted about ſeven o'clock, and at nine touched at Alton, a town on the Illinois ſide, which appears to be the ſeat of a conſiderable trade, and from which there is a branch railway to St Louis and Oct. 1.

Oct. 2. other places. This day, like yeſterday, is really delightful—a ſtrong glow of ſunſhine, but with a fine breeze to temper it. I have been writing the foregoing in the wheelroom, a glaſs enclofure in which the pilot manages the ſhip, ſteers, ſlows, and ſtops the engine, the captain not having charge of the ſailing department. The wheelroom is on the fifth floor from where the deck cargo is ſtowed, being about 40 feet above the ſurface of the water, and, in conſequence, commands a fine view of the river, its various iſlets, and the country round about. Five miles below Alton we paſſed the mouth of the great River Miſſouri, another tributary of the Miſſiſſippi, and an exceedingly muddy river, ſo much ſo that, from its junction with the mighty Miſſiſſippi, down to New Orleans and even beyond, the whole waters are quite diſcoloured and muddy. The Miſſiſſippi is a very long river, being 2550 miles in length, viz.—

From its mouth to New Orleans	-	100 miles.
„ New Orleans to St Louis	-	1200 „
„ St Louis to St Paul's, Minneſota		800 „
„ St Paul's to head of navigation		450 „
Total		2550 miles.

The Miſſouri River, the mouth of which we ſaw at its confluence with the Miſſiſſippi, is likewiſe a very long river; it takes its riſe in the Rocky Mountains, in Waſhington territory, in the direction of Vancouver's Iſland, and is conſiderably over 3000 miles in length.

About noon we arrived at the city of St Louis, and at once drove to the Southern Hotel, where, on looking at the Strangers' Book, we found that ſix of the "Ruſſia contingent" had been about ten days ago. Having indulged in a bath and dined, we then drove out to "Shaw's Garden," a kind of botanical and public garden gifted to the citizens of St Louis by a Scotchman named Shaw, who is ſtill living, and reſides near the grounds. Afterwards we drove through ſome of the chief ſtreets of St Louis. The city is one of the principal manufacturing towns on the banks of the Miſſiſſippi, and contains a population of upwards of 300,000 inhabitants. It is not by any means

ſo ſhowy a city as ſome others in America, but the ſtreets are wide and tolerably well paved. There are many fine warehouſes and numerous public buildings in the form of univerſities, churches, charitable inſtitutions, hotels, public ſchools, and libraries; and the levee or water border on the banks of the Miſſiſſippi is convenient and ſpacious, whilſt the view of the town from the river is commanding. There are a number of parks and public ſquares which are worth ſeeing, ſuch as Hyde and Lafayette Parks, alſo the St Louis Parks, and the Miſſouri Park of Fruits. But it would require many pages of my Diary to give you a full deſcription of St Louis; ſuffice it to ſay that the city has grown, and continues to grow, with great rapidity. A little more than a hundred years ago—namely, in 1764—it contained only 120 perſons; now the population is over 300,000! The ſtreets of the city are planned on what is called the "Philadelphia Syſtem," not being named after men or places, but numbered, as "Fifth Street," and "Tenth Street." One of the ſtreets of this city is twelve miles long; it is called the Grand Avenue, and runs parallel with the river; it will in time, doubtleſs, form a boulevard, and is likely to be well ſtudded with all kinds of public buildings and places of amuſement and recreation. A great many tramway cars run along the ſtreets, drawn uſually by very large ſized mules, numbers of which animals are reared at Quincy as well as at St Louis, and they are uſed both for ſlow and quick work. Not having ſlept very well on board of the ſteamboat, I retired to my bedroom at an early hour. Oct. 2.

After having breakfaſted, we proceeded by the cars to the park or fair grounds, about four miles diſtant, 85 acres in extent, where the great annual St Louis Fair, as it is called, is held. In this park I found permanent erections for the various exhibitions of horſes, cattle, ſheep, pigs, and poultry, as alſo for agricultural implements and all kinds of manufactured articles—namely, carriages, ſaddlery, baſket work, furs, cotton, tools in iron and ſteel, and numerous other articles. There is a large amphitheatre on the ground which will comfortably ſeat 40,000 perſons, beſides a balcony 15 feet wide all round it at the back of the upper ſeat, and alſo a walking ſpace below, both of which together afford ſtanding room for an addi- Oct. 3.

Oct. 3. tional 25,000 perſons, and in the centre there is a ring fully a quarter of a mile in circumference, where the horſes and mules are ſhewn, whilſt in the middle of this circle there is a fine ornamental erection, three ſtoreys in height, called the "pagoda:" acceſs to each ſtorey being obtained by means of a ſpiral ſtaircaſe; one ſtorey being for the band, another for the judges and their friends, the other being intended, I ſuppoſe, for the ladies. From the top of this pagoda, on which there is a flag-ſtaff 190 feet in height, a capital bird's-eye view may be obtained of the fair and all taking part in it. There is another building for the exhibition of fruits, flowers, and plants. There is alſo the "Gallinarium," 30 feet in diameter and three ſtoreys high, conſtructed chiefly of wood, and containing not leſs than ninety apartments, for the exhibition of poultry of all kinds. A Muſic Hall, as well as a Floral, Mechanical, and Fine Art Hall, add their attractions to the place; and all theſe erections, with one or two exceptions, are of wood, either whitewaſhed or elaborately painted. At the Fair we ſaw what we were told was the largeſt ox in the world, an animal weighing 4300 lbs. The park itſelf is finely wooded, and, among its other attractions, contains an ornamental ſheet of water, with rockery and ſummer houſe for a band of muſic; alſo a great many ſmall picturesque Chineſe grottos or buildings which remain permanently, but belong to various exhibitors. There are alſo a great number of reſtaurants and places for the ſale of refreſhments—I ſhould think about one hundred in all; theſe are placed underneath the ſeats of the amphitheatre. Remained in the park, much intereſted, for nearly three hours, after which we returned to our hotel, where we dined. There is being built at preſent at St Louis a bridge acroſs the Miſſiſſippi which will connect all the railways on each ſide of the river (Illinois and Miſſouri ſides) in a grand union depôt, and thus avoid the preſent ſyſtem of being conveyed acroſs by a ſteamboat ferry. We left St Louis by omnibus, which croſſes in a gigantic ferryboat for Eaſt St Louis, a ſmall town on the other ſide of the Miſſiſſippi, where we took train to Evanſville, a town in the State of Indiana, 161 miles diſtant.

FROM ST LOUIS TO THE MAMMOTH CAVE OF KENTUCKY.

Oct. 3. Left Eaſt St Louis at 4.30, and after touching at various ſtations, ſuch as Bellville, Aſhley, and Wabaſh, we arrived at Evanſville, a town of 34,000 inhabitants, at midnight, and proceeded direct to the St Cloud Hotel. The country extending from St Louis to Evanſville is highly cultivated; ſplendid crops of Indian corn and wheat were noticeable on the route, alſo patches of tobacco and vineyards. I obſerved as well ſeveral ſmall coal pits by the ſide of the railway, and heavy mules at work all along, and alſo noted at ſeveral places that large numbers of ſwine were allowed to run about untended, acting as ſcavengers, and all marked in ſome way to enable their owners to know them. Notwithſtanding the advanced period of the ſeaſon, the moſquitoes are ſtill exceedingly troubleſome, and are the cauſe of all the beds being ſurrounded with protecting curtains. I have nothing very particular to ſay about Evanſville, except that it contains ſome fine iron buildings, and, of courſe, the uſual ſtreet cars are conſtantly running to and fro. It is 188 miles diſtant from Cairo, a port on the Miſſiſſippi, and 200 miles from Weſt Port, a town in Kentucky up the river on the way to Cincinnati, Pittſburg, and other places.

Oct. 4. We left Evanſville to-day about half-paſt two o'clock by ſteamboat on the River Ohio for Owenſburg, a town ſituated about fifty miles up the river. We enjoyed this ſail exceedingly, the day being hot, but pleaſant enough on the water and under ſhade. At Evansville to-day the thermometer at five o'clock in the morning and in the ſhade marked 65°, at twelve noon it was 79°, and for ſeveral days paſt the readings have been very ſimilar. We paſſed the towns and river landings of Newburg, Scuffleton, and Enterprize, after which we reached Owenſburg. The navigation of the Ohio is alſo very difficult, on account of the ſhallowneſs of the water. Our ſteamer was a very ſmall boat of 200 tons burthen, driven by a pair of 12-inch cylinder engines, drawing only 16 inches of water, and had only one paddle-wheel, placed at the ſtern of the boat, which dipped about 12 inches into the

Oct. ·. river! A conſtant "heaving of the lead" is kept up in theſe ſteamboats, and every now and then may be heard the monotonous cry of "three feet ſcant" or "three feet large," according to the depth of the water. The River Ohio divides the States of Indiana and Kentucky along the parts we were ſailing. About nine o'clock we arrived at our deſtination, and found accommodation at the Planters' Hotel. We remained for one night at Owenſburg, which contains a population of 10,000 perſons. There is ſome fine land in the neighbourhood.

Oct. 5. We left by train this forenoon at 11.20 for Stroud City, proceeding by Owenſburg and Ruſſelville Railway, and from thence (it is a junction), per Paducah and Elizabethtown Railway, to Rockport Station, at which we arrived about two o'clock P.M. On our way from Owensburg to Stroud City we croſſed Green River (a navigable ſtream) ſeeing by the way a great many tobacco plantations and tobacco drying-houſes, as alſo large fields of corn. This branch line of railway having been only lately "built," as the Americans and Canadians term it, the trees cut down in the large plantations (the country being nearly all in timber) are lying uſeleſs on both ſides of the line, and appear not to be of uſe, even for firewood; it does not pay, in fact, to cut them up, as in this diſtrict 100 cubic feet of ſawn wood can be purchaſed for a dollar! Dined at Rockport at an hotel near the Green River, where the railway croſſes on a ſwing bridge, admitting boats to paſs when needful. While here, heard at a public meeting an animated diſcuſſion by two orators on the all-abſorbing topic of the forthcoming Preſidential election: one ſpeaker was in favour of Horace Greeley, whilſt the other advocated the claims of General Grant. As may be expected, at preſent there is much talk in political circles about the two candidates. At five o'clock we left Rockport in an open waggon drawn by two mules to viſit Mr Alexander Hendrie's farm, which is about ſeven miles diſtant; the road was very rough and the ride unpleaſant, being through an immenſe foreſt, and occupying fully three hours, during two of which we were in total darkneſs, and how we ever managed to get through, twiſting along a rough ſort of track, I cannot yet underſtand. At length we arrived at Mr Hendrie's about half-paſt eight o'clock, where we experienced a moſt hearty

welcome, and, after having ſupped, went to bed, very tired and ſore in our bones from the ſhaking we had to endure during our rough ride. Oct. 5.

After breakfaſt went out, along with Mr Hendrie and two of his ſons, to inſpect his farm, which is of conſiderable extent. He has a fine crop of corn yet to cut. A ſmall portion of a field of ſugar cane had within the laſt two days been cruſhed and boiled by his ſons, yielding three barrels of ſyrup or molaſſes, which we taſted and found excellent: the families here all uſe molaſſes at their various meals. I examined two or three ſmall plots of the tobacco plant growing on the farm, and alſo viſited our friend's tobacco drying-houſe, where the leaves, after being pulled, are dried and prepared for the market. In this trade there are dealers who viſit the various farms and purchaſe the tobacco leaves. Saw a ſmall quantity of cotton growing on this farm; but this diſtrict, I muſt remark, is not a cotton-growing one generally. On the farm there are many fine trees growing—hickory, poplars, ſycamore, elms, maple, ſugar maple, walnut, black gum, ſweet gum, oak, faſparus, and others. During our travels in the courſe of the laſt two days we ſaw ſome fine trees ſtanding quite dead, and ready to be cut down for uſe as firewood; this is done by cutting the bark off round the trunk, about three feet from the ground, and generally in one or two years the tree dies; it is allowed, however, to ſtand till convenient to remove it, greatly diſfiguring the appearance of the lands. As uſual on all American farms, we found here a large number of pigs, which roam at large through the neighbouring foreſts feeding on acorns and other kinds of nuts and plants. Mr Hendrie alſo rears a large flock of geeſe, which are regularly plucked every ſeven weeks to obtain their feathers, which are uſed for bedding. After being thus plucked, the feathers of the poor birds quickly grow again, thus affording another "crop," if I may uſe the word; and that is the reaſon ſo many flocks of geeſe are kept throughout Canada and the States. Mr Hendrie has likewiſe a few ſheep, ſome cows, a pair of working bullocks, two or three mules, and a few pairs of horſes. In the garden we ſaw growing, in the open air, grapes, peaches, apples, and pears, alſo tomatoes and other kitchen vegetables. The farm dwelling-houſe and Oct. 6.

Oct. 6. outhouſes are built of wood, and covered with thin boards cut from the cyprus tree. Returned after my intereſting inſpection to the houſe about one o'clock, when we ſat down to dinner, about which time it commenced to rain, cauſing us to remain in the houſe during the remainder of the day, reading and converſing under the verandah, which in this hot climate is a neceſſary adjunct of all dwelling-houſes. During the afternoon one of the neighbouring farmers, a Mr Devenport, called ; in the courſe of converſation, which was chiefly about farming, he told us he had fully twenty acres of tobacco growing this ſeaſon.

Oct. 7. After breakfaſt, four horſes and mules being ſaddled, I ſet off, along with the three brothers Hendrie, to viſit a village called "Paradiſe," three or four miles diſtant, where ſome coal and ironſtone mines and blaſt furnaces are ſituated, the works being called "Airdrie," and belonging to a Mr Alexander, proprietor of the eſtate of Airdrie Houſe, near the town of Airdrie, in Scotland. They are ſtanding idle at preſent, and have been ſo for ten or eleven years paſt. They are ſituated alongſide Green River, and are leaſed by General Beull, who was a General in the Northern Army during the late war. We called upon him at his houſe in the neighbourhood, and enjoyed a long chat. Returned in the evening, when I was preſented, by Mr A. Hendrie, with ſpecimens of various plants growing on his farm, ſuch as corn (Indian), cotton, tobacco, caſtor oil plant, sugar cane ſeed, butter beans, pumpkin seed, hickory nuts, and acorn nuts, as alſo a variety of gourds.

Oct. 8. Took breakfaſt, and, along with our luggage, placed in an open cart drawn by a pair of bullocks (myſelf and one of the Hendries being on horſeback), left for Rockport to catch the two o'clock train for a place called Glaſgow Junction, on our way to the Mammoth Cave of Kentucky. After a three hours' ride through the foreſt we came to Rockport, where, having learned that we would have to wait for fully an hour for the train, we dined. Left, by the Elizabethtown and Paducah Railway, at three o'clock. On our way we paſſed the village of Hamilton, where there is a ſmall colliery working, alſo Beaverdown, Horſe-Branch, Spring Lake, and Milnwood. Arrived at 7.30

at Elizabethtown, where there is a junction, and remained for three hours, taking tea in the village, and about half-past ten o'clock we took train, per Louisville, Nashville, and Great Southern Railway, to Glasgow, where we arrived at 12.30, and engaged apartments at Major Proctor's Hotel, adjoining the station. Oct. 8.

Breakfasted this morning at half-past six, and at seven o'clock left by a stage or spring waggon for the Mammoth Cave, at which, after a rough ride over a very stony road, we arrived in the course of two hours. The country between Glasgow Junction and the Mammoth Cave is the worst we have yet seen; very bare where there is a clearance, and where there are trees they are stunted and small, lots of scrubwood abounding. After our arrival we drove at once to the hotel, and procuring tickets, as also a suit of over-alls, and a coloured guide to conduct us, we proceeded to the Mammoth Cave by the short route, as it is called, and penetrating into the underground caverns for a distance of about two miles, we inspected the various parts named, such as the Cliffs of Kentucky River, the Church, Sulphur Vats, Gothic Gallery, Gothic Avenue, Post Oak Pillar, Register-room, Star Chamber, Gothic Chapel, Grand Arch, Water Clock, Goin's Dome, Grand Coffin, which is 40 feet long, and composed of one block of stone. As you will readily believe, my visit to these caves was a very hurried one, having only a few hours in which to view natural wonders that would require two or three days to see. I have merely enumerated the names of some of the sights which I saw, as it would take a volume to describe them at length. There is the *Church*, for instance, a wonderful piece of natural architecture; it is one immense apartment, 100 feet in diameter, with a seamless rocky roof 63 feet over head. Then there is a grand pulpit or platform, as also a space for an organ. Divine service, I was told, has been more than once performed in this so-called church. To give you an idea of the size of the place, I may just note down that the Gothic Avenue is two miles long, that the Audubon Avenue, so named in honour, I presume, of the great naturalist, is one mile in length; and it is said that visitors may, if they choose, travel for a distance of 200 miles in the various avenues and walks of the Mammoth Cave of Kentucky. Oct. 9.

Oct. 9. which is certainly one of the moſt ſtriking wonders of the New World. After returning to the Mammoth Cave Hotel, where we dined at three o'clock, we left immediately for Glaſgow Junction, taking the train, by Louiſville, Naſhville, and Great Southern Railway, for Louisville, 90 miles diſtant, at which place we arrived at twelve o'clock P.M.

FROM LOUISVILLE TO CINCINNATI.

Oct. 10. On arriving laſt night we went to the Galt Houſe, but found we could not be accommodated, owing to the arrival of an excurſion party of about 500 gentlemen from Alabama, who had been invited by the Railway Company to viſit Louiſville and aſſiſt at the opening of a new line of railway running from thence to Montgomery and other towns in Alabama. We therefore took apartments at another houſe called "Walker's Exchange." After breakfaſt we went to ſee the Louisville Expoſition, which is held in a large new building; we inſpected various kinds of machinery in motion, manufactures and goods of every deſcription, and taſted a portion of a gigantic cheeſe weighing 3300 lbs., which was being ſold on the ſpot at the rate of one dollar for each 3 lbs. I made a note of the dimenſions of this cheeſe, and found it to be ſix feet in diameter, by two feet eight inches deep. Saw ſome good ſtatuary, and a very pretty fountain, alſo a fine rockery with ſurrounding water. The excurſion party took luncheon at one o'clock, muſic playing all the time. After leaving the Expoſition we walked down to view the Ohio River, and to look at a railway bridge 800 feet in length. The navigation of the river is interrupted by what are called the Ohio Falls, oppoſite Louiſville. Ships avoid theſe by uſing a canal having three locks, through which they paſs in going up or down. Louiſville is the Chief city of Kentucky, and is moſt agreeably ſituated as to its topography. The city extends riverwards for about two miles, the courſe of the leading ſtreets following

the great water-way: ſome of theſe thoroughfares are excellent, being wide and well paved, and, for the moſt part, ſhaded with trees. There are a number of excellent public buildings and erections in Louiſville, ſuch as an Aſylum for the Blind, male and female High Schools, a Univerſity and Medical College, a Maſonic Temple, and other inſtitutions. The Hiſtorical Society has a good collection of books, illuſtrative of the early hiſtory of the State, and there is alſo a mercantile library, containing 7000 volumes. As an example of American enterpriſe, I may juſt mention that the little canal—it is only two and a half miles long—which I have alluded to, coſt in its conſtruction about a million dollars. The tobacco warehouſes of this city are quite a ſight, Kentucky being, in the production of this article of commerce, only ſecond to Virginia, and in the produce of Indian corn it takes rank as the third beſt State. This day, although ſunny, was very cold in the ſhade. Oct. 10.

Left Louiſville this morning at ſix o'clock, per train on the Louisville, Cincinnati, and Lexington Railway, for Spring Station. The morning was very cold and froſty, which aſtoniſhed us not a little. The railway, it is worth mentioning, runs through one of the ſtreets of Louiſville for about half a mile. On our way we paſſed the ſtations of Anchorage, Pewee Valley, Lagrange (which is a junction ſtation), Jericho, Eminence, Chriſtianſborg, and Bagdad, arriving at Frankfort, the capital of the State of Kentucky, and the ſeat of its Government, at 9.30. Stopping for a ſhort time, we had a view of the State Houſe and Arſenal, alſo of the River Kentucky, on both ſides of which the town is built. After leaving Frankfort we only paſſed one ſtation—Deckers—before we arrived, about ten o'clock, at Spring Station. The country from Louiſville to this place is well cultivated; from the train we ſaw numerous fine crops of corn. Walked from Spring Station to Mr A. J. Alexander's eſtate of Woodburn, in Woodford County, Kentucky, a farm of 3600 acres. Mr Alexander's houſe is about one mile from the ſtation; and finding both him and Mrs Alexander at home, we received a hearty welcome, and drove out in a waggonette to ſee his various horſe and cattle breeding eſtabliſhments; his preſent ſtock is large, and conſiſts of— Oct. 11.

Oct. 11.

81 thoroughbred mares.
52 trotting do.
5 thoroughbred ſtallions.
4 trotting do.
12 2-year old colts and fillies.
14 1 do. do.
27 trotting foals.
37 thoroughbred foals.
40 ponies with their foals, ſome of them of the Shetland breed.
6 odd mares.
30 farm horſes and mules.

308 altogether.

Mr Alexander has alſo a fine herd of ſhorthorn cattle (60 or 70 in number). He grows excellent crops of corn, wheat, barley, oats, and flax, and has fine accommodation, in the matter of ſtables and ſheds, for the horſes, at various places on the farm, each under the charge of a *white foreman*, all the other men employed, numbering above ſeventy, being coloured, nearly the whole of whom had been Mr Alexander's ſlaves previous to the late war, after which they received their freedom. Mr Alexander and his brothers at one time owned 130 ſlaves, their value being eſtimated at one hundred thouſand dollars. Theſe men, who are now quite free, receive, on an average, from 15 to 18 dollars per month as wages, in addition to their board; a few coloured women are likewiſe employed at Woodburn as cooks and houſe ſervants. The horſes, when in the fields paſturing, are fed on corn given them whole in the cob or pod. After an inſpection of the ſtock and various ſtables, we returned to the manſion houſe and dined with Mr and Mrs Alexander; a Mr and Mrs Walker and their daughter, from Chicago, were of the company (Mrs Walker is Mr Alexander's ſiſter). We were waited upon by coloured ſervants, one of whom, with a large broom or looſe bruſh, kept off the flies while we were dining. We each received from Mr Alexander three catalogues of his ſtocks of thoroughbreds, trotting horſes, and cattle, and we were much aſtoniſhed at the very high prices which he told us he obtained for both horſes and cattle. Before leaving

this intereſting place, we examined a machine at work for raſping or thraſhing Indian corn, and made another inſpection of ſome live ſtock in the fields. Our train for Lexington was timed for 6.40, but after our arrival at Spring Station we had to wait till half-paſt ten o'clock before the train came forward, when we got *aboard*—"All aboard! all aboard!" being ſhouted out in America by the conductor, inſtead of, as with us, "Take your ſeats!" and then the train moves off. The railway ſyſtem in ſome parts of America, eſpecially in remote and new places, is exceedingly primitive. The lines of rail are generally all ſingle lines, and the trains are far from being punctual. In ſome other reſpects the carriages are ſuperior to thoſe of Great Britain, as in the American railway cars one has room to move about, and there is uſually a platform between the cars where the freſh air and ever-changing ſcenery can be enjoyed. There is, generally ſpeaking, only one claſs and one price on all American lines of railway; but, of courſe, when the luxuries of ſleeping berths and palace dining cars are required, they have to be paid for as "an extra." In all American and Canadian trains there are ſtoves in cold weather, lavatories, and other conveniences, ſo that ladies and children travel with greater comfort here than they can do in the Old Country. Reached Lexington at twelve o'clock P.M. Oct. 11.

On our arrival at Lexington laſt night we put up at the Phœnix Hotel, and at half-paſt five o'clock this morning we were rouſed for breakfaſt, that we might be in time for the train leaving by the Kentucky Central Railway for a 99-miles journey to Cincinnati, a city which is deſignated the "Queen City of the Weſt," on our way to which the towns and ſtations of Paris, Cynthiana, Falmouth, and Benton are paſſed. Arrived at Covington, a town and ſtation on the oppoſite bank of the Ohio River from Cincinnati, where we procured an omnibus to take us acroſs the water, by ferry boat, to the European Hotel. The country on the way from Lexington is finely wooded, the lands being hilly and undulating, but cultivated to the top, and well cleared of the original woods or foreſts. We noted every here and there good crops of corn, with orchards occaſionally. After reaching Cincinnati, and refreſhing ourſelves with a good waſh, we Oct. 12.

Oct. 12. dined, and then hired a carriage to drive us through the town, when we viſited Clifton Hill and Lincoln Park, where there is a very fine artificial lake, with plenty of ſwans and ducks upon it. Davidſon's Water Fountain in bronze is the largeſt bronze fountain I can recollect of having ſeen; it is placed in a ſquare in the town. Croſſed the river on a ſplendid ſuſpenſion iron bridge belonging to the Ohio and Miſſiſſippi Railway Company: this ſtructure is extenſive, one of its ſpans meaſuring 418 feet clear; the bridge, a ſingle railway track with a carriage drive and footpaths on either ſide, ſtands 100 feet above high water mark. Cincinnati contains a population numbering 250,000. There are large iron works in full ſwing, as well as numerous other industries, including great houſes for the curing of pork. I ſaw many ſteam veſſels, barges, and other boats, all flat-bottomed on account of the ſhallowneſs of the river. The ſteamboats have only one broad paddle, placed at the ſtern; ſome of theſe run to Pittſburg, up the river, and alſo go down the river to Louiſville and as far as Cairo, on the Miſſiſſippi. The city is yearly extending; at preſent the river ſhore is fully three miles long. There are ſome fine ſtreets in Cincinnati; among others, Third, Fourth, Fifth, Sixth, and Seventh Streets, all running parallel to the river, may be particulariſed. Off theſe ſtreets, at right angles, run Vine, Apple, Pear, Plum, Cherry, Walnut, and various others, named after trees and fruits. Cincinnati, although called "the Queen City of the Weſt," is rather a ſmoky city, from there being ſo many public works in it, and does not therefore appear a deſirable place to live in: the water is alſo very inferior; what was offered us at the hotel was ſo muddy that we preferred to drink Baſſ's London beer at 40 cents per pint (equal to 1s. 8d. of our money). There are numerous buildings and places worth ſeeing in Cincinnati. The Merchants' Exchange is a very handſome edifice, and among its other contents has a library of 23,000 volumes. A large obſervatory is alſo a feature of the Queen City; it is in poſſeſſion of a moſt valuable teleſcope, made at Munich, which coſt 10,000 dollars. Wine grapes uſed to be grown largely in the vineyards near the town, but of late, deſpite the attention of the patient German cultivators, the crops have often failed; there is one great wine ſtore in the city, with ſtowage for a million bottles of wine, but the proprietor has

given up the cultivation of his own vines. The pork curing and packing houſes are well worth a viſit from thoſe who are curious about ſuch induſtries. Having neceſſarily lived, during my progreſs through Canada and the United States, in a number of hotels of varied powers of accommodation, from the Fifth Avenue at New York down to provincial houſes with not a tenth part of the accommodation of that palatial ſtructure, I may claim now to be ſomewhat of an authority on the hotel life of the New World. As already indicated, the chief American hotels are of large ſize, and are conducted on a ſyſtematic plan of management. As a rule, no one ever thinks of aſking to ſee the proprietor or "landlord," as we would call him at home, and as for a "landlady," I fancy there is no ſuch perſonage in all the New World. The clerk in American hotels is the chief official for conſultation; he decides which rooms you may occupy, and gives ſuch information as you may deſire as to routes to other towns, trains, ſteamers, and hotels. The tables of all American hotels are liberally ſerved, and at ſome of them the variety of diſhes is quite bewildering; to find a dozen *plats* before you at breakfaſt time is nothing unuſual. I may juſt quote from the *European Hotel Reporter*, a little ſheet iſſued daily by the company to whom that hotel belongs, a liſt of a few of the ſtock diſhes. In the ſhape of vegetables, and theſe are ſeemingly always in great requeſt, there are ſquaſh, lima beans, egg plant, ſtewed tomatoes, and many kinds of potatoes, the price in the reſtaurant department being ten cents per diſh. Eggs are done up in a variety of ways, and coſt in the reſtaurant a quarter of a dollar per diſh. Oyſters are everywhere eaten throughout the States in enormous quantities; but I do not think them ſo good as our home oyſters. Meats of all kinds are dreſſed in a multitude of different ways; I counted thirty-ſix entries of meats in the carte. Wines and liquors are expenſive; a bottle of Clicquot's champagne coſting four dollars and a half. There are native American wines of various qualities to be had in some of the States: the beſt of theſe are *Concord*, price a dollar and a quarter per quart bottle, and *Catawba*, which coſts three quarters of a dollar for the ſame meaſure. As I have before told you, the waiters in American hotels are all coloured perſons, vulgarly called "niggers," and make excellent attendants. Oct. 12.

Oct. 12. The following is an exact copy of a dinner bill of fare :—

EUROPEAN HOTEL BILL OF FARE.

DINNER.

SATURDAY, October 12th 1872.

FOR ROOM AND BOARD, THREE DOLLARS PER DAY.

SOUP.

Puree of Potatoes.

FISH.

Baked Trout, Port Wine Sauce.

BOILED DISHES.

Johnſton & Moſcher's Cured Ham, Corned Beef, with Cabbage,
Leg of Mutton, Caper Sauce, Chicken with Salt Pork, Beef Tongues.

ROAST DISHES.

Beef, Veal, Chicken, Pork, Lamb, Saddle of Southdown Mutton.

LARGE DISHES.

Fricandeau of Veal, Larded, a la Jardiniere, Baked Pork and Beans.

COLD DISHES.

Beef Tongue, Roaſt Mutton, Roaſt Lamb, Corned Beef, Ham.

SIDE DISHES.

Lamb Chops, Sautee, a la Soubiſe, Italian Maccaroni, Baked, a la Genoiſe.
Rognons de Veau, Madeira Wine Sauce, Rice Croquettes, Flavoured with Vanilla.

RELISHES.

French Muſtard, Worceſterſhire Sauce, Pickles, Halford Sauce, Cold Slaw.

VEGETABLES.

Boiled Parſnips, Hominy, Onions, Beets, Boiled Potatoes, Baked Potatoes.
Maſhed Turnips, White Beans, Maſhed Potatoes, Sweet Potatoes.

PASTRY.

Sponge Pudding, Wine Sauce, Cuſtard Pie, Apple Pie, Prune Pie.

DESSERT.

Lemon Ice Cream, Lady Fingers, Small Pound Cakes, Golden Cakes,
Aſſorted Cake, Charlotte Ruſſe.

FRUIT.

Apples, Pears, Grapes.

BUTTERMILK, Hoe Cake, COFFEE.

Oysters in every Style, Porter-House Steaks, &c., Charged Extra.

Particular attention paid to Ladies' and Gentlemen's Ice Cream and Oyster Lunches.

Having finiſhed up by taking tea at the hotel, we left in an omnibus for the 9.30 train to Pittſburg, a diſtance of 313 miles; our ſleeping car coſting us 2 dollars of extra fare. This day was bracing and dry, but ſimilar to yeſterday in being froſty in the morning. Oct. 12.

FROM CINCINNATI TO WASHINGTON.

Turned out of our berths about ſeven o'clock this morning, and having waſhed and dreſſed, arrived at Deniſon Station, where we breakfaſted. During the night we had paſſed Loveland, London, Columbus, Port Waſhington, and Newark Stations. After leaving Deniſon we paſſed Cadiz Junction and Mansfield, arriving at one o'clock P.M. at Pittſburg, where we took apartments (in which I have written the preceding ſix or ſeven pages from my Note-book) at the Union Depôt Hotel. The railway by which we came from Columbus is called the Pittſburg, Cincinnati, and St Louis Railway, and is alſo known as the "Pan-handle Route." This morning, on the way from Deniſon to Pittſburg, we encountered a ſlight ſhower of rain. The country we paſſed over looks ſplendid, containing many belts of plantation and well-cultivated fields, alſo fine valleys with hills or mounds, all cultivated or in healthy-looking young timber. The trees along the valleys and hills have a picturesque appearance, as they are preſently ſhedding their leaves. At Steubenville we obſerved ſeveral iron works, collieries, and coke ovens; the private railways at theſe places are all on the narrow gauge, about 3 feet 6 inches or thereby. Thick ſeams of coal, we obſerved, were cropping out on either ſide of the railway. Steubenville is 43 miles diſtant from Pittſburg, and Port Waſhington, where an iron work is now being erected by a joint-ſtock company, the ſhareholders being moſtly Glaſgow gentlemen, is 104 miles from Pittſburg. We noticed that although nearly all the houſes were, as uſual, wooden ones, yet a few were built of red brick. On our way we alſo ſaw ſome fields of fine winter wheat, from two to three Oct. 13.

Oct. 13. inches long in the blade, and we noticed pigs, cattle, and poultry in great ſtore all along our route. This day being wet, we walked out only for about ten minutes. I took a hot bath before dinner, and afterwards we kept our hotel, writing, reading, and lounging. Retired to bed about half-paſt ten o'clock, glad to have got my Diary brought forward to date.

Oct. 14. Pittſburg is in the State of Pennſylvania, and is, geographically ſpeaking, ſituated at the head of the Ohio River, at the confluence of the Alleghany and the Monangahela. Around the city, which was laid out in 1765, the diſtrict is rich in mineral wealth of all kinds, and this circumſtance has, of courſe, given a peculiar colouring to its trade, which, as regards glaſs, coal, iron, and oil, is really of immenſe importance. After breakfaſt we ſtrolled through a few of the principal ſtreets, which, truth compels me to ſay, we found very dirty and badly kept, but the morning being very cold and wet, added, I dareſay, to the bad appearance. Got into a ſtreet car and drove acroſs the River Ohio to South Pittſburg and Birmingham. Both of theſe towns have hitherto been independent of Pittſburg as to local government, but after the expiry of this month they are all to be incorporated with Pittſburg, and placed under one local government. At South Pittſburg we aſcended to the top of Mount Waſhington by an inclined plane laid at an angle of 35 degrees, its length being 640 feet, and its perpendicular height 370 feet. We were drawn on a car, built to convey twenty paſſengers, by means of a pair of coupled engines, with a large wire rope on each drum. At the ſummit a fine view of Pittſburg on the oppoſite ſide of the river, and eſpecially of the numerous public works already alluded to, which are ſituated in the valleys on both ſides of the united waters, can be enjoyed. The population of Pittsburg, South Pittſburg, and Birmingham, is about 200,000. Pittſburg, as I have ſtated, is the main centre of mineral induſtry in the State of Pennſylvania; a vaſt number of oil wells are at work in various parts of the State, and at "Oil City" eſpecially, about fifty miles from Pittsburg, a very large buſineſs is done in the raiſing and refining of oil. There are very few good buildings in Pittſburg; the State Houſe and one or two churches being the fineſt edifices we ſaw.

About one o'clock P.M. we left by train for Waſhington City, Diſtrict of Columbia, by the Pennſylvania Central Railway, *via* Harrisburg and Baltimore, paſſing Latrobe and Johnſton Stations; at the latter may be ſeen the Cambria Iron Works (built alongſide the River Conoma) which were partially burned down two days ago. The ſcenery between Pittſburg and Johnſton is very enjoyable. Laurelhill is eſpecially to be noted, from its being taſtefully planted with young trees, in circular and variouſly formed clumps. This day was wet, as alſo very cold, and about four o'clock ſnow began to fall, and continued falling for about an hour, the ground and trees being all covered. The Alleghany Mountains commence not far from Johnſton, and the railway continues to aſcend for ſeveral miles till the ſummit is reached; luckily, although cold outſide, the cars were very comfortable inſide, being heated by a ſtove placed at the end. At the baſe of the Alleghany Mountains is ſituated Altoona, where, about ſeven P.M., we dined, and about 12.30 P.M. we arrived at Harriſburg, where we changed cars, part of our train going to Philadelphia and part to New York. Harriſburg is ſituated on the ſide of the river Suſquehana, which we croſſed by a bridge, and at another part we ran alongſide of the water for ſeveral miles, arriving at Baltimore at half-paſt two o'clock A.M. Oct. 14.

Came out of train and drove by omnibus through the town to the Northern Central Railway Station, about three miles diſtant, where we took train for Waſhington. Baltimore, from the view we had of it by moonlight, and it was full moon, looks a very clean, well laid out town, but as we expect to ſee it again when returning from Richmond to Philadelphia, I need not ſay more about it at preſent. We arrived at Waſhington, the political capital of America, about half-paſt five o'clock A.M., obtaining apartments at the Arlington Hotel, where we were glad to go to bed for about four hours. We breakfaſted about ten o'clock, and afterwards walked out to ſee the city. Entering a ſtreet car, we were taken to the Capitol, a building which is uſed for the ſame purpoſes as our Britiſh Houſes of Parliament. We made the tour of the principal apartments, which are the Rotunda, the Senate Chambers, the Old Hall of Repreſentatives, the Supreme Court Room, the Preſident's Room, the Speaker's Room, the Senate Lobby, and the Oct. 15.

Oct. 15. Congreſſional Library, and were much pleaſed with what we ſaw. The walls, and generally the pillars, of theſe chambers are of poliſhed marble. The two large wings of the main ſtructure are wholly built of white marble, and the entire building being white, has a fine effect when ſeen from a diſtance. We aſcended, by a ſpiral ſtairway, to the top of the dome, a height of 241 feet above the main building, from which we obtained a ſplendid view of the city and ſurrounding country. The two main doors of the centre building and eaſt wing are of ſolid bronze, and have pictures or ſcenes in "alto relievo," ſimilar to the doors of the Mauſoleum at Hamilton Palace. The Rogers bronze door is ſaid to be the fineſt in the world; it weighs 20,000 lbs., and contains eight panels, each repreſenting a different ſcene. The Crawford bronze door is alſo very fine; one half of the door, in four panels, repreſents "War," and the other half repreſents "Peace." In the Speaker's Room there is an exquiſite marble figure of a female repreſenting "the Weſt." There are a great many other works of art in the Capitol, including ſome ſplendid pictures in the large circular area under the dome. After leaving the Capitol, which is open to the public, without charge of any kind, from ten to three o'clock every day—an example that might well be followed at home—we proceeded by ſtreet car to the Navy Yard, and, having procured an order at the office, were conducted through ſome portions of the yard where the workſhops are ſituated, and into ſome of which we entered, to gain an idea of what was going on. We then got into a ſmall boat on the River Potomac, and were ferried acroſs by one of the ſailors to ſome of the veſſels uſed during the late war; we firſt boarded the war monitor named "Montank," which is fitted with a revolving turret, and carries two large guns, the turret being built all round with eleven plates of iron, each of which is fully an inch thick. The ſhip is propelled by ſcrews worked by ſteam-engines placed apart from each other, and the outſide caſing of this veſſel is compoſed of five iron plates, each being an inch thick, the whole backed up with three feet of ſolid oak beams. When loaded, the "Montank" is only about two feet above water. We were afterwards taken on board a torpedo veſſel named the "Hero," and went down and examined the engines. This veſſel is built after the plan of the "Monitor," but has no turrets; it is

likewiſe covered over with iron, and not more than two feet above the water when loaded. On both veſſels we obſerved the effects of cannon balls fired at Charleſton by the Confederates during the late war. The materials in the Navy Yard are removed, when required, by carriages or waggons drawn by bullocks. Oct. 15.

After breakfaſt had a call from a Scotchman named Imrie, who has been eighteen years in Waſhington, and to whom one of my travelling companions had a letter of introduction. He accompanied us through the city ſhewing us further objects of intereſt. Walked through Lafayette Square, and took particular notice of an equeſtrian ſtatue of General Jackſon, which is placed in the centre of the ſquare; this is a well-balanced work of art, the horſe with its rider being ſupported wholly on the hind feet and hair above fetlock joint. We next proceeded to the White Houſe, as it is named, the official reſidence of the Preſident of the United States. A company of Knights Templars being expected to paſs, we took up our poſitions oppoſite the front door, chiefly for the purpoſe of ſeeing Preſident Grant; and we did not require to wait long ere he came out to be ſaluted by the proceſſion referred to. We ſtood within ſix yards of him during the time it was paſſing, which occupied about ten minutes. Mr Grant appears a plain unaſſuming gentleman. We afterwards went to the Treaſury, and having procured an "order," were conducted through the greater portion of the building. The Treaſury is very large, and partly built of granite; the columns in front meaſure about 25 feet by 3½ feet, and on entering the main door there are two flat granite blocks 16 feet ſquare by 22 inches thick. In the vault-room I had two ſmall parcels placed in my hands, one containing bonds of the value of four million dollars, belonging to the National Bank of Commerce, New York; the other parcel, value three millions and nine hundred thouſand dollars, belonged to a bank in Chicago. The value of the two parcels was one million five hundred and eighty thouſand pounds ſterling. In theſe vaults, placed in pigeon-holes quite acceſſible to the clerk, are a great many other parcels of bonds belonging to other banks in the United States, every bank having to depoſit with the Treaſury at Waſhington bonds to the Oct. 16.

Oct. 16. amount of its note iſſue. In the apartment for iſſuing bank notes, or "greenbacks," as they are called, none but females are employed. In the "redeemed" note department about 200 women are engaged; and in the new bond department "ladies," as all women here are called, are alſo employed in the counting and aſſorting. Next we viſited the Army Medical Muſeum, a building of ſome intereſt, formerly a theatre—the theatre, in fact, in which the late Preſident Lincoln was ſhot by Booth, the actor; and we were alſo ſhewn the apartment in the houſe oppoſite the theatre into which Lincoln was carried, and in which he died. A viſit to the Patent Office next occupied our attention; it is a very large building, containing, placed in glaſs caſes, models of all ſorts of implements, machines, and tools, for which letters patent have been granted. Theſe models muſt be depoſited and approved of by a Board of Examiners before a patent is granted. I could have wiſhed to prolong my ſtay in the Patent Office, as I felt much intereſted in the models which were ſhewn to me. America is the home of invention, all kinds of labour-ſaving machinery, from a Hoe printing preſs to an apple-paring machine, being a neceſſity in a great country with only a ſparſe population. The Poſt-Office, which was next viſited by us, is a very ſplendid building, nearly oppoſite the Patent Office, built wholly of fine white marble. Afterwards we walked through the public market, a very high, nicely-lighted, and well-ventilated ſtructure, for the ſale of butcher meat, vegetables, poultry (dead and alive), fruit, and other articles. We then viſited the Smithſonian Inſtitution, a muſeum containing ſtuffed animals, birds, minerals, and foſſils; afterwards proceeding to the Agricultural Hall, which contains ſamples of all kinds of ſeeds—among others cotton, flax, wheat, corn, and tobacco—alſo ſpecimens of uſeful birds ſtuffed, ſuch as turkeys, geeſe, and common poultry. We examined ſeveral wheat ſamples weighing from 58 to 62 lbs. per buſhel, the produce per acre ranging from 40 to 46 buſhels. We next viewed the monument to General Waſhington, which, however, is not yet built to above one-third of its intended height for want of funds, and it has been ſtanding for ſeveral years paſt in this unfiniſhed ſtate, having attained, however, a height of about 170 feet. It is alſo built of fine white marble, in the form of a tapering ſquare column, 75 feet ſquare at baſe and gradually

tapering (as intended) to a few feet at the top; in the interior of the column there will be a ſtair to the ſummit, containing panels in marble, granite, &c., furniſhed by the various American States, ſome of which have been already received. Oppoſite the great political capital, on the other ſide of the River Potomac, is the ſmall town of Alexandria, acceſs to which is obtained by means of a very long bridge built acroſs the water; and down the ſtream from Alexandria about two miles are the Heights of Arlington, where the houſe of General Robert Lee, late Confederate Commander-in-Chief, is ſituated. We obtained a fine view of theſe heights and the General's houſe from the top of the dome of the Capitol. There is not very much ſhipping on the Potomac River at Waſhington. The city, it is right to mention, is ſituated in a diſtrict or tract of country about ten miles ſquare called Columbia, and, properly ſpeaking, is therefore not a State. The population of Waſhington is about 140,000, and the ſurrounding country is generally prettily wooded, and derives a very picturesque appearance from its hills and dales; the ground is well cultivated, and produces fine crops of various kinds. In the evening I went to a concert in Lincoln Hall, given by Signor Mario, Madame Carlotta Patti, and other Italian ſingers. On returning to the hotel I ſent a letter home; and having ſettled our hotel bill, we left by train at eleven o'clock P.M. for Richmond, in the State of Virginia, diſtant about 130 miles. On our way we paſſed through Frederickſburg, where a great battle was fought during the late war between the Northern and Southern ſoldiers. Oct. 16.

About four o'clock A.M. we arrived at Richmond, in the State of Virginia, ſtill fondly known as the capital of the "Old Dominion," taking apartments at Ford's Hotel, where we laid down for neceſſary reſt till about nine o'clock, after which, having breakfaſted, we walked out and viſited firſt the Capitol or State Houſe—a very inferior building, quite ready to be pulled down and rebuilt, ſaid to have been the firſt State Houſe erected in the United States. Went through the various apartments. In the Upper Houſe there are 46 Senators, and in the Lower Houſe 136 Delegates who have ſeats. We obtained a fine view of Richmond and the ſurrounding country from the top of the building. In the park ſurrounding the Oct. 17.

Oct 17. Capitol there is a ſplendid equeſtrian ſtatue of Waſhington in ſolid bronze, weighing 42 tons, and at the baſe of the ſtatue there are ſix large-ſized figures in bronze of Jefferſon, Marſhall, Lewis, Henry, Maſon, and Nelſon, which are placed at equal diſtances around the monument, at a height of about 10 feet from the ground; under theſe, again, on a wider baſe, are placed ſix allegorical figures, alſo in bronze, repreſenting the ſubjects of Independence, Finance, Juſtice, Colonial Times, Revolution, and Bill of Rights. There is alſo a ſtatue in marble of George Waſhington in the Great Hall of the Capitol, containing the following affectionate inſcription:—

"The General Aſſembly of the Commonwealth of Virginia have cauſed this ſtatue to be erected as a monument of affectionate gratitude to

GENERAL WASHINGTON,

who, uniting to the endowments of the Hero the virtues of the Patriot, and exerting both in eſtabliſhing the Liberties of his Country, has rendered his name dear to his Fellow-Citizens, and given the World an immortal example of true Glory. Done in the year of CHRIST One Thouſand Seven Hundred and Eighty-Eight, and in the year of the Commonwealth the Twelfth."

Having taken a ſtreet car, we drove about a mile out of the city to the Penitentiary or State Priſon, a ſpacious building, with a façade 300 feet long, and well known for its effective ſyſtem of diſcipline. Afterwards walked to Holywood Cemetery, a graveyard extending to 90 acres; in this cemetery about 12,000 Confederate ſoldiers have been buried, as alſo a great many officers, and there has been erected to their memory a large column, compoſed of rough granite blocks, 90 feet in height, 45 feet ſquare at its baſe, and tapering to a point about 6 inches ſquare at the top. We next viſited the City Water Works; theſe conſiſt of ſix large forcing pumps driven by water-wheels, which ſupply the city with water from the James River. This river takes its riſe in the interior upwards of 200 miles above Richmond; and at the falls, about ſix miles from Richmond, a canal with a number of locks has been made, for the convenience of ſhips. Below, near the centre of the

city, the James Harbour is well filled with ſhipping from various parts of the world; the water from thence to its entrance into the Bay of Cheſapeake being pretty deep. Leaving the Water Works, we walked on for about a quarter of a mile to the Tredegar Iron Works, which are built between the canal above referred to and the river. The former being at a good elevation, advantage is taken of the canal water, which ſupplies power to the whole machinery of the iron works, by means of large water-wheels. Theſe works turn out, beſides malleable iron of all ſizes, every kind of railway plant, cars, wheels, and ſpikes, as well as iron girders. Richmond being celebrated for its large tobacco manufactories, we viſited one of them, and were ſhewn the proceſs of rolling and making up tobacco cakes (commonly called "negrohead"). The State of Virginia grows a vaſt quantity of tobacco, and almoſt the whole of it is manufactured at Richmond. The principal ſtreets of the city are Main and Fifth Streets, but the newly laid off Pine Street is ſoon likely to cope with either. Richmond is a fine healthy town: being ſituated at a conſiderable elevation above the James River, there is an excellent fall for the drainage; the ſubſoil is alſo gravelly and dry. The population is 90,000. About 9.40 P.M. we left Richmond by train for Philadelphia, *via* Waſhington and Baltimore. We took out tickets direct to New York, being allowed to halt at Philadelphia or any intervening place for as many days, or even weeks, as we pleaſed. Oct. 17.

Arrived to-day at Waſhington Station (ſecond time), and having driven from one depôt to the other, we had to remain for nearly four hours waiting for connecting train to Philadelphia. In the interval we breakfaſted at the ſtation, obtaining another brief view of Waſhington City, and taking ſtock of the people going to their places of buſineſs along Pennſylvania Avenue, the principal ſtreet, which leads to the Capitol. The other ſtreets are generally very wide and commodious, being well ſhaded on each ſide with trees: and, altogether, Waſhington cannot fail to obtain the admiration of the viſitor—it is a ſplendid city. It is 40 miles from Baltimore, 138 miles from Philadelphia, and 226 miles from New York. Oct. 18.

FROM WASHINGTON TO NEW YORK BY PHILADELPHIA.

Oct. 18. We left Wafhington for the city of Philadelphia about 8 A.M. by the Pennfylvania Central Railway, and arrived at Baltimore about 9.30 A.M. The country between Wafhington and Baltimore is well cultivated. We faw feveral fields of corn cut and ready for "inning." The farmers, however, do not feem to be in a hurry to take in their crops, although they may be ripe and ready; the climate being fo good, they generally wait till the victual gets a touch of froft ere they remove it from the fields. How different it is in "Auld Scotland" this feafon, where, as we have learned by letters from home, the weather has been very wet, and the crops greatly damaged by the exceffive rains; a fingle day of funfhine being looked upon as a "bleffing from on high." At Baltimore the railway runs through one of the bufinefs ftreets of the city, the cars being drawn individually through the town for about two miles, from one ftation to the other, by five horfes or mules all in line—no reins required. We faw feven or eight fets of five horfes or mules at different cars, which are regularly employed at this kind of work. A very extenfive trade is carried on in Baltimore, where the River Potomac begins to be navigable, and we faw a large quantity of fhipping in the various bafins and harbours of the city. There are feveral large iron works, faw-mills, fhipbuilding yards, befides other induftries. Altogether, Baltimore is a very thriving commercial city. It is fituated in the State of Maryland, and has a population of 260,000. I may juft mention here that one of the leading induftries of this State, which contains over 7,000,000 acres of land, is fifhing, efpecially for oyfters—no lefs than 600 veffels, each above 20 tons, and about 2000 fmall boats or canoes, being engaged in this one branch of the fifhery, requiring as many as 7000 men to work them. Oyfters from Baltimore are fent all over the United States, both frefh and pickled, large quantities being alfo done up in hermetically-fealed cans. Having arrived at Philadelphia about two o'clock P.M., we went to the Continental

Hotel, Chefnut Street, and having taken a hot bath and dined, we walked through a portion of the city. Oct. 18.

After breakfaft we proceeded to vifit the Government Mint, where we faw old gold and filver being melted down, alfo new coins in gold, filver, nickel, and other compound metals, being made for circulation throughout the United States, fpecimens of which I purchafed. We then took a look of the Mafonic Hall, a very fine new building in granite. Vifited the State Houfe in Chefnut Street, walked through the Hall of Independence, where George Wafhington ufed to fit; then went off to infpect the Baldwin Locomotive Works. Calling at the office for an order of admittance, we were courteoufly received by one of the partners, Mr Edward W. Williams, by whom we were conducted over a portion of the place. A large bufinefs is done here in locomotive engine building; Mr Williams telling us that the firm turns out forty new locomotives every month, and that they employ 2900 men and boys, and have upwards of 220 fmiths' forges always employed. It intereſted me to know that there is no union among their men, every perfon being paid according to merit. The wages of operatives are, as a rule, pretty high throughout the States; but when the purchafe power of money is taken into account, the mechanic in America is not, after all, fo much better off than a fimilar clafs in this country. Lodgings for refpectable working people coft about (in our money) £2, 10s. a-month for two rooms, which is £30 a-year. The hours of labour for mechanics, as a general rule, are ten hours daily. The working day was at one time legalifed by Congrefs as eight hours a-day, but few reftrict themfelves to fuch hours. As to the purchafe power of money here—I am fpeaking of Pennfylvania—it is 70 per cent. in favour of Great Britain. A Philadelphia mechanic's family requires, in order to be comfortable, to expend upwards of £2, 13s. a-week; but the expenditure of a Britifh workman would be lefs by a fum of 22s. The earnings of the American mechanic would be about £3, 5s. a-week, thofe of the Engliſhman would range from 35s. to 40s.; but, allowing for the difference in the purchafing power of the money in the two countries, I can only make out that the artifan in America is better off than his brother of the "Old Country" by about Oct. 1

Oct. 19. half-a-crown a-week. I ſaw no coloured men at work in this foundry. The works are well laid out; narrow ſtreets dividing portions of the various buildings, ſo that there is plenty of light and good ventilation. The Water Works at Fairmont next attracted our attention. Theſe works are placed on the eaſt bank of the River Schuylkill, which debouches into the Delaware about five miles farther down. There are eight water-wheels conſtantly raiſing the water into four reſervoirs capable of containing altogether about twenty-ſeven millions gallons. The mill houſe, in which the wheels are at work, is of ſtone, 288 feet long and 56 feet wide. On the top of the adjoining hill, on which the reſervoirs are built, a fine view is obtained of Fairmont Park on the oppoſite ſide, as well as the park on the ſame ſide, of the river. Near the Water Works we hired a park carriage for a drive through the grounds, which conſiſt of upwards of 1600 acres, including the water area of the River Schuylkill within its boundaries. We continued our drive up to George's Hill, where we had a ſplendid view of Philadelphia in the diſtance. We returned by the "Viſta Drive," which allowed us to obtain ſome very fine views of wood and water—the river flowing immediately beneath. In the park are ſome good monuments, one to George Waſhington being eſpecially fine. We walked from the park to viſit Girard College, an educational inſtitution which was founded by Stephen Girard, a native of France, who died in 1831, bequeathing two millions of dollars for the gratuitous inſtruction and ſupport of deſtitute orphans. This is a ſplendid building, eſpecially in its exterior; the central or college building is 218 feet long, 160 feet in breadth, and 97 feet high, being, like numerous other public buildings in America, wholly built of marble; there are 34 immenſe Corinthian marble pillars placed at regular diſtances round the building, ſeven at each end, and ten at each ſide, whilſt at one end of the building there is a flight of very large marble ſteps aſcending to the firſt floor. We inſpected ſome of the ſchoolrooms, and admired the great ſtairway of marble with its fine large ſupporting pillars. Afterwards we aſcended to the roof of the building, which is alſo conſtructed of marble, in large blocks about four and a-half feet ſquare and nearly ſix inches thick, the joints being covered over by long narrow pieces of marble,

reduced or bevelled to a ridge point. The roof being tolerably flat, sloping about 1 in 6 or 7, we could eafily walk along any part of it, enjoying the view of Philadelphia and the country beyond very much, the day being a very bright one. The city conſumes a great deal of anthracite coal, and, conſequently, the atmoſphere is very clear and free from ſmoke. Six other buildings, each 125 feet long by 52 feet in breadth, and three ſtoreys high, ſurround the college—three on each ſide. After returning to the city by means of the ſtreet car, we walked down to the harbour at the Delaware end of Cheſnut Street, and ſaw a large number of ſhips of different kinds lying at the piers. The Inman line of ſhips from Liverpool to New York and Philadelphia have their office in Cheſnut Street. Some of the other public buildings and ſquares of the city are worth mentioning, as the Cuſtom Houſe, the Poſt Office, and the Univerſity Philadelphia, as regards its area, is the largeſt city in the United States, and in point of inhabitants is ſecond only to New York, its preſent population being eſtimated at fully 700,000 perſons. It is the chief city of the State of Pennſylvania—the population of the entire State being over three and a-half millions. The principal ſtreets are Cheſnut Street, Market Street, and Main Street. The greater portion of the ſtreets are known by numbers; No. 1 or Firſt Street running parallel to the River Delaware, and ſo on, the others croſſing, as uſual (in other cities planned in the ſame way), at right angles to theſe. The entire length of the city from north to ſouth is 20 miles, and from eaſt to weſt 8 miles. Fourteenth Street, uſually called Broad Street, is very wide; when fully completed it will extend in a ſtraight line of equal breadth about 23 miles, and is the longeſt ſtreet in the city. One peculiarity about the ſtreet cars here is that, in a great many of the ſtreets, they are allowed to run only in one direction, ſo that if you deſire to get to another ſtreet, ſay two or three "blocks" off, you are furniſhed with a transfer ticket to be handed to the next conductor. In the wide ſtreets are the uſual trees on each ſide. The principal ſquares are Waſhington Square, Independence Square, Franklin Square, and Jefferſon Square. The chief buildings are the State Houſe or Independence Hall, the State Arſenal, the Cuſtom Houſe, the Polytechnic College of Pennſylvania, Oct. 19.

Oct. 19. the County Almſhouſe, the Philadelphia Library, the Athenæum, the American Philoſophical Society, and the Pennſylvania Academy of Fine Arts; but there are many more public inſtitutions, and to ſee Philadelphia thoroughly the viſitor would require to ſpend at leaſt three or four days in the city. Between Baltimore and Philadelphia we paſſed Havre-de-Grace, Perryville, Delaware Junction, and Wilmington Stations. Having dined and paid our hotel bill, we left Philadelphia for New York by train at 6.45 P.M.; arriving at Jerſey City, State of Jerſey, about ten o'clock P.M. Croſſing the ferry, we found the ſtage coach from the Fifth Avenue Hotel (on the other ſide of the Hudſon), and reached that hoſtelry about half-paſt ten o'clock, where, ſingularly enough, I got my former bedroom, No. 318. Supped and then to bed.

Oct. 20. After breakfaſt, had a call from Mr Wm. J. Turkington, and went out with him ſight-ſeeing, going firſt to St Stephen's Roman Catholic Church, where we heard ſome very fine vocal and inſtrumental muſic; then walking to the Grand Union Railway Depôt, along Park Avenue, we afterwards viſited the New York public market, ſituated alongſide the river Hudſon, which is a remarkably well-ſtocked emporium. We next walked, and partly proceeded by ſtreet car, to the Boſton Steamboat Wharf, where, moſt luckily, we got a perſon in charge to take us on board of a very magnificent veſſel, called the "Briſtol," and exhibit to us the whole ſhip, which is really fitted up in firſt-claſs ſtyle, all the wood work of the interior fittings being of poliſhed mahogany; all the berths, which are finely furniſhed, with marble baſins and water (laid on in each by gravitation), have gas-light ſupplied, and gas is burned throughout the ſaloons, which are magnificently furniſhed, containing ſeveral pianos, beſides accommodation for a band of muſic. The line of ſteamboats to which this veſſel belongs is called the "Palace Steamboat Company," and, judging from what I saw, it is not incorrectly named. After dining at the hotel, we took ſtreet car for Wall Street Ferry, after croſſing which, about half-paſt ſix P.M., we went direct to Plymouth Church, in Brooklyn, where the Rev. Henry Ward Beecher preaches, and fortunately, obtaining a good ſeat, we heard an excellent diſcourſe

preached by that popular preacher from Romans, chap. viii. and 26th verſe. Mr Beecher's church is a very plain one, but large enough to hold an audience of 3000 perſons, and the ſeats are all eagerly taken up. The muſic is very fine, and the eloquence of the preacher being known far and wide, needs no comment from my pen. Returned to Fifth Avenue Hotel about ten o'clock P.M. Oct. 20.

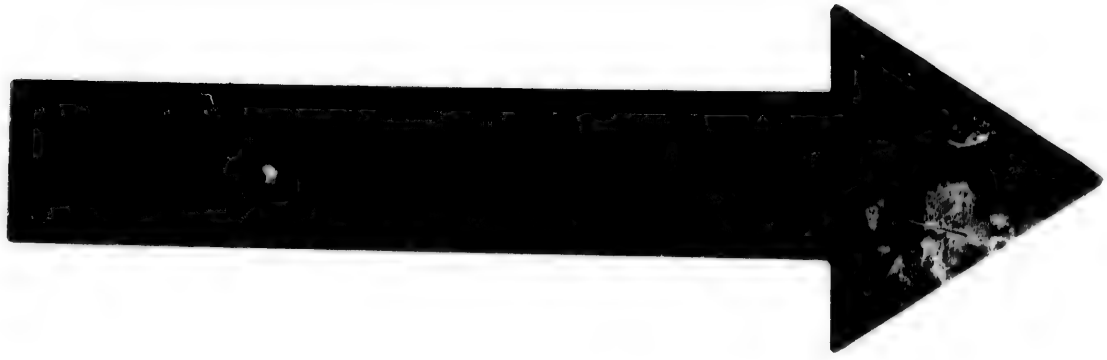
After breakfaſt, called upon Mr Rennie, whom we unluckily miſſed, he having gone to call at our hotel; next went to ſee Mr William J. Turkington, at Meſſrs Miner Brothers, and proceeded with him to witneſs ſome trotting races at Proſpect Fair Groun ls, about ſix miles from Brooklyn. Never having ſeen any trotting races either at home or abroad, I fancied theſe races would be intereſting, and they really were ſo indeed. We ſaw ſix or ſeven heats or races run by very faſt trotting horſes. Time for each meaſured mile as under— Oct. 21.

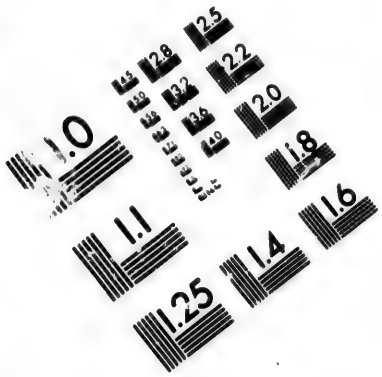
1ſt heat,	2	minutes	23½	ſeconds.	
2nd „	2	„	21	„	
3rd „	2	„	22¼	„	a dead heat.
4th „	2	„	23½	„	

Alſo another race rather ſlower than the above, viz. :—

1ſt heat,	2	minutes	34½	ſeconds for one mile.	
2nd „	2	„	32¾	„	„
3rd „	2	„	36	„	„

After leaving the race grounds, drove into Brooklyn, and called on Mr and Mrs Turkington, where we remained for ſome time and partook of refreſhments. As I gave you a little general ſketch of this great city upon my arrival in it, I ſhall not recur to its main features more than to ſay that the ſtir and buſtle is ſomething extraordinary, and the deſire to puſh buſineſs exceſſive. One particular I may note, and that is the extraordinary number of publications, both in the ſhape of daily morning and evening newſpapers as well as weekly journals and periodicals of all kinds; but this feature is not confined to New





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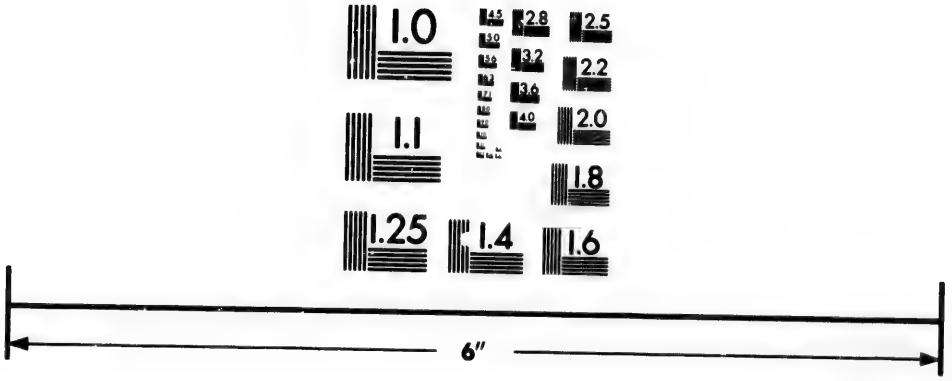

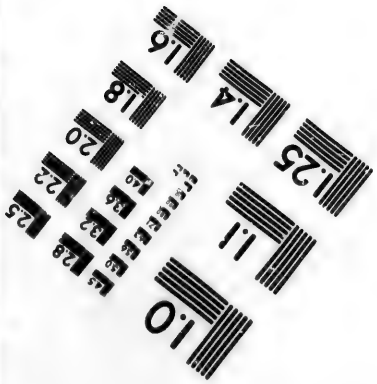

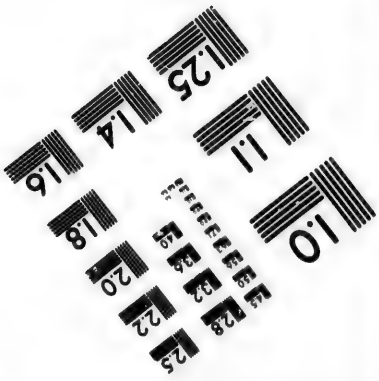

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Oct. 21. York—even the comparatively ſmall towns throughout the States have their one or two daily papers and weekly journals as well, and theſe are well filled with advertiſements; everybody ſeems to advertiſe, and all ſorts of plans are adopted to gain publicity. Time-tables for railways, omnibuſes, and ſteamboats, are given away gratuitouſly, the expenſe being largely recouped by means of the advertiſements printed upon them. The circulation of ſome of the New York newſpapers is extraordinary—a quarter of a million copies on certain occaſions not being thought a wonderful ſale. One curioſity of New York, which I forgot to mention on my arrival, may be here alluded to—I mean the "over-head" railway. In London (Europe) there is an underground line of rails, but here we ſee railway trains flying along at the level of the drawing-room windows!—the ſtreet traffic in ſome of the thoroughfares being enormous, the over-head railway is one of the devices reſorted to to relieve it. An underground railway, promoted by Mr Vanderbilt, from the Grand Union Depôt to the City Hall, is now in courſe of conſtruction, and will doubtleſs be of great utility.

Oct. 22. Had a call this morning from Mr J. Denniſtoun, who had, by letter the night before, offered me the uſe of his carriage and pair. After arranging to meet him at Mr John Baird's office, I called upon Mr Rennie, ſenior, whom I ſaw, and thanked for his attention in forwarding my letters ſo as to reach me in ſafety at the various places where I ſojourned. Afterwards I proceeded to Courtlandt Street, and ſaw Mr Charles Miner, a brother-in-law of Mr Turkington. Mr Turkington then went along with me to Mr Baird's, who, unluckily, was from home, being away in Canada; but we were introduced to Mr Novaro, his partner, by Mr Denniſtoun, with whom I remained a ſhort time, afterwards going to Delmonico's reſtaurant to take ſome refreſhment. I concluded the day going about with Mr Turkington making various purchaſes of whips, toys, Saratoga fans, and other little ſouvenirs for my young folks. Afterwards my friend dined with me at the Fifth Avenue Hotel, when I obtained his aſſiſtance in packing my trunk, and about ten o'clock retired to bed.

THE VOYAGE HOME.

Oct. 23. Having breakfaſted about ſeven o'clock we left by ſtage coach belonging to the hotel at eight o'clock for the Cunard Wharf, New Jerſey City, the charge for conveying each perſon, including baggage, being two dollars. As ſoon as we got on board, I arranged as to my berth and ſeat in ſaloon, which is kept for me during the voyage, it not being etiquette to take any other ſeat than the one appointed. Turkington and his brother-in-law, Charles Miner, were at the pier to ſay good-bye and ſee us off, and we ſailed moſt promptly at ten o'clock, the hour advertiſed—the weather beautiful, ſimilar indeed to that we had enjoyed for a long time paſt. In ſailing down New York Bay, we had a fine view of Brooklyn on the left, and on the right New Jerſey City, with part of the State, alſo Staten Iſland and Sandy Hook, which is eighteen miles from New York. After the veſſel had left the latter place and proceeded to ſea a conſiderable diſtance, luncheon was ſerved. We ſat down to dinner at four o'clock, and took our tea about half-paſt ſeven, as uſual in the Cunard ſteamers.

Oct. 24. The morning rather foggy, light wind, blowing N.N.E. Out of bed about half-paſt ſeven o'clock, and had an hour's walk previous to taking breakfaſt. I found three of thoſe who came acroſs by the "Ruſſia" on board the "Cuba." There are 130 paſſengers, ſo that the ſhip is not ſo crowded as the "Ruſſia" was. Met on board a Mr Wm. Brown, from Craigie, near Perth, with whom we had made acquaintance when croſſing over Lake Ontario to Niagara. Sailed up till twelve o'clock to-day 312 miles from Sandy Hook; add eighteen miles from New York to Sandy Hook, making 330 miles in all. To-day was rather cold, there having been very little ſunſhine. About four o'clock P.M. the wind veered round to N.E. Paſſed the day lounging, reading, and writing; no ſickneſs on board, ſo far as I have heard, although ſome of the paſſengers did not appear at dinner.

Oct. 25. Came on deck about half-paſt ſeven, and found the morning beautiful. "The ſun ſhone bright and clear," the wind being due eaſt, and,

Oct. 25. therefore, right ahead. Found the ſailors taking the ſhip's reckoning, when it was announced that the ſteamer was going at the rate of 12¼ knots an hour; up till twelve o'clock we had run 275 miles. Till ſix o'clock P.M. the wind continued from the eaſt, but it was not by any means chilly, the eaſt wind on the open ocean not being ſo cold as on land. Nothing of any particular intereſt falls to be recorded to-day.

Oct. 26. On deck, as uſual, about half-paſt ſeven o'clock, and found the morning very ſunny and beautiful. Almoſt no wind, what there is being from the N.W. The ſails, although partly ſet, are not helping us much, as they are flapping a good deal—the log, I am told, indicates that we are making thirteen knots an hour. 3.30 P.M.—All on deck lounging, walking, or reading; almoſt a calm; diſtance run up till twelve o'clock, 303 miles. A great many ſea birds were flying aſtern of our ſhip all day long, and that is the only notable fact I can mention. In the evening the wind had veered round to due weſt, and was therefore quite favourable, being right aſtern of us.

Oct. 27. A fine ſunny morning when I came aloft about eight o'clock. Wind right aſtern or due weſt, but not blowing at a ſpeed quicker than that of our ſhip, and the ſmoke from the funnel was therefore aſcending perpendicularly. After breakfaſt, and while I was on deck, we paſſed within about three miles of a ſteamboat bound from Bremen to New York; the veſſels ſaluted each other by raiſing a flag. We alſo paſſed a ſmall boat floating in the ocean, bottom upwards; it was thought by ſome of us that the Captain ſhould have aſcertained its name or have brought it on board, as it might have belonged to ſome ſhipwrecked veſſel, and ſo told us a tale. At 10.15 A.M. we aſſembled in the ſaloon for worſhip; after prayer and the ſinging of a Pſalm, the muſic being led by the Captain of the "Cuba," we liſtened to an excellent diſcourſe from Pſalms xxxiv. 8 10, by a clergyman, who is a paſſenger—the Rev. Mr. Ryan of London—and were all very much pleaſed with the ſervice, which laſted fully an hour. Speed of our ſhip to-day about 13 knots an hour, the diſtance ſailed being 309 miles.

Oct. 28. Much diſturbed during the night by the boatſwain piping, and by the noiſe of the ſailors ſinging and "choruſing" while arranging the ſails—a ſlight gale from the north-weſt having ſprung up. I came on deck about eight o'clock, and found a ſtiff breeze blowing from the weſt, right aſtern, thereby puſhing our ſhip along—the log indicating a ſpeed of 14½ knots an hour. Before going down to breakfaſt I witneſſed the gambols of a large ſhoal of porpoiſes, which accompanied the ſhip for a few minutes; it was a fine ſight to ſee them jumping from the top of a large wave right out of the water into the trough of the ſea below. Very few at the breakfaſt table. About ten o'clock we paſſed a ſteamſhip ſaid to be the "Minia," bound from London to New York. She was only about one mile diſtant from us, but except the top of her funnel and maſts, was frequently quite out of ſight, although we were ſtanding on the upper or ſaloon deck—the diſappearance, of courſe, being cauſed by the immenſe waves rolling between the two ſhips. To-day we ſaw ſeveral birds called "Stormy Petrels" or "Mother Carey's Chickens." Log indicates 14½ knots an hour; diſtance ſailed to-day, 328 miles.

Oct. 29. Came on deck before breakfaſt, not having had much ſleep (neither, indeed, had any of the paſſengers) on account of the rolling of the ſhip. Heard that a great many of the lady paſſengers were ſick. The wind changed to N.E.; the log indicating 13 knots an hour as our ſpeed. About noon we ſaw a large ſteamſhip bound for New York, belonging to the National Steam Shipping Company. The diſtance ſailed to-day is 320 miles. During the day we ſaw the maſts of another veſſel about nine or ten miles diſtant, that being nearly the extreme diſtance one can ſee around from on board a ſhip at ſea. The weather was rather cold to-day, but otherwiſe pleaſant enough.

Oct. 30. Made my *début* on deck to-day pretty early. A really ſplendid ſunny morning; wind from N.W.; ſhip ſailing 13½ knots an hour. There is a conſiderable ſwell on the ocean, and our ſhip ſtill rolls very much. The diſtance ſailed to-day is 298 miles. We were on the outlook all day to ſee ſome ſhip or other, but none hove in ſight. I lay lounging on the ſaloon deck along with other gentlemen—Mr

Oct. 30. Cameron from Hamilton, Canada, Mr Brown, and others—for two or three hours this afternoon, enjoying the ſunſhine and light breeze. Nothing of any moment to put in my Diary to-day; indeed, one day at ſea is juſt a repetition of the day before, and the precurſor of that which is to follow. Wind favourable all day, chiefly from N.W.

Oct 31. Strong ſunſhine this morning, with a ſharp breeze direct from the weſt. Sails all ſquare ſet, and ſhip ſailing 14 knots an hour, the diſtance ſailed to-day being 328 miles, and, from calculations made, we are about 340 miles from Queenſtown. After dinner we were all greatly amuſed by the legerdemain tricks of Mr Maddicks, proprietor of the *Court Journal*, London. He had amuſed ſome of the young folks after dinner during the laſt two or three days, but to-day he gave a ſpecial entertainment, for both the old and young, which was very kind of him.

Nov. 1. Contrary to my uſual cuſtom, I did not enjoy my uſual walk on deck before breakfaſt this morning, on account of the ſtormy weather. About breakfaſt time (8.30) the coaſt of Ireland appeared in ſight, and ſhortly afterwards we paſſed the Faſtnett Lighthouſe, 60 miles diſtant from Queenſtown; wind blowing hard from the ſouth, and the ſhip ſailing at the rate of 13 knots an hour. Mounted to the ſaloon deck, where, along with ſeven or eight other gentlemen, partially ſheltered by a piece of canvas placed along the upright rails, I remained during a very ſevere ſtorm of wind, rain, and hail, which laſted for about two hours, the wind being S.W. During the continuance of the ſtorm three or four of us, notwithſtanding the height of the ſaloon deck, were waſhed right off our feet and ſwept along the floor, much to the amuſement of thoſe who were fortunately enabled to retain their upright poſition. I have met on board during the trip ſeveral moſt agreeable gentlemen—Mr M'Donald, of Green & Sons, of Montreal; Mr Cameron, of Hamilton, Canada Weſt; Mr William Brown, of Craigie, Perth; Mr M'Naughton, of M'Naughton & Deans, Leith; Hon. Mr Dorion, Member of the Canadian Legiſlature; Mr Finlay, a Scotchman ſettled in New York; Meſſrs A. P. and S. J. Kelly, of Chicago, lumber merchants, and their wives and families, who are

proceeding to Nice to ſpend the winter. We arrived at Queenſtown about half-paſt two o'clock. A number of the paſſengers—the Kellys, &c.—left us here per tugboat for Cork. Juſt as the tug was ſtarting I received a letter from Glaſgow, to which I had not time to reply. We left the Cove of Cork, *alias* Queenſtown, about half-paſt three o'clock, the weather being rather ſtormy. Diſtance ſailed till twelve noon to-day, 318 miles. As we ſhall land to-morrow at Liverpool, if all goes well, I muſt take the preſent opportunity of ſaying how much we are all delighted with the Cunard ſteamers. As you are aware, I went out in the "Ruſſia," a magnificent veſſel, with engines of 600 horſe-power, ably officered and carrying a ſurgeon; and I came home in the "Cuba," an equally ſplendid veſſel, commanded by Captain Moodie. All the ſteaming and ſailing appliances of theſe veſſels are on a grand ſcale, and the diſcipline of the Cunard ſhips is equal to that of Her Majeſty's navy. A moſt liberal table is laid out four times a-day, and there is quite a little army of waiters or ſtewards to attend on the paſſengers, and I muſt ſay they perform their part to the general ſatisfaction of all who patroniſe the Cunard line. Nov. 1.

Aroſe and breakfaſted an hour earlier than uſual this morning; the weather, I may record, was rather wet, although not ſo ſtormy as yeſterday. Every one ſeems to be engaged in labelling luggage and exchanging cards or addreſſes with newly formed friends or acquaintances. Early this morning a pilot came on board to conduct our ſhip to Liverpool. Diſtance from Queenſtown to Liverpool, 240 miles, but add diſtance ſailed from twelve noon yeſterday to Queenſtown, 22 miles, making the total 262 miles. Arrived in the Merſey at Liverpool about eleven o'clock; at which hour the "Ruſſia," by which I ſailed to New York on 24th Auguſt, paſſed us, with, apparently, a full complement of paſſengers. After a delay of nearly two hours, ſpent partly in getting our luggage examined by the Cuſtom-houſe officers, and partly in getting hauled into dock, we landed about one o'clock, and, having procured a cab, drove direct to the London and North Weſtern Hotel, Lime Street, where, as we were diſappointed in our luggage not being forward in time, we had to wait for the 4.20 train to Glaſgow. I arrived at Buchanan Street Station Nov. 2.

Nov. 2. ſhortly after midnight, where, to my great joy, I found my wife and three eldeſt children waiting to bid me welcome home.

NOTE OF DISTANCES TRAVELLED BY LAND AND WATER IN THE UNITED STATES AND CANADA FROM SEPT. 4TH TILL OCTOBER 23D, A PERIOD OF SEVEN WEEKS.

	On Railways.	On Water.
New York to Albany	—	152
Albany to Saratoga	35	
Saratoga to Caldwell at Lake George	30	
On Lake George from Caldwell to Tynadogra	—	35
From Lake George to Lake Champlain	4	
Lake Champlain to Rouſe's Point	—	106
Rouſe's Point to Montreal	50	
Montreal to Quebec	—	150
Quebec to Montreal	172	
Montreal to La Chine	8	
La Chine to Montreal, down the Rapids	—	8
Montreal to Ottawa	20	148
Ottawa to Preſcott	35	
Preſcott to Toronto	239	
Toronto to Niagara Falls	7	35
Niagara to Buffalo and back	50	
Do. to St. Catherine's	11	
St. Catherine's to Grimſby Station	16	
Grimſby to Hamilton	16	
Hamilton to London	76	
London to Detroit	111	
Carry forward	880	634

	On Railways.	On Water.
Brought forward.....	880	634
Detroit to Chicago.....	284	
Chicago to Quincy.....	263	
Quincy to Saint Louis (per Miſſiſſippi River)...	—	160
Saint Louis to Evanſville.....	161	
Evanſville to Owenſburg (per Ohio River).....	—	50
Owenſburg to Rockport.....	59	
Rockport to Hendrie's Farm and back.....	14	
Rockport to Elizabethtown.....	77	
Elizabethtown to Glaſgow Junction.....	49	
Glaſgow Junction to Mammoth Cave (per ſtage and back).....	24	
Glaſgow Junction to Louiſville.....	91	
Louiſville to Lexington	94	
Lexington to Cincinnati *via* Conington.....	112	
Cincinnati to Pittſburg.....	313	
Pittſburg to Baltimore *via* Harriſburg	333	
Baltimore to Waſhington.....	40	
Waſhington to Richmond.....	130	
Richmond to Philadelphia.....	268	
Philadelphia to New York.....	90	
	3282 miles.	844 miles.

ABSTRACT OF MILES.

By railway and partly ſtage.....	3282
By water on lakes or rivers.....	844
	4126
Add from Liverpool to New York and back.....	6200
	10,326

To which add diſtances drive ſight-ſeeing at the various cities and places we viſited.

RIVERS.

Hudſon.
St Lawrence.
Ottawa.
Niagara.
Miſſiſſippi.
Miſſouri.
Ohio.
Green River.
Kentucky River.
Potomac.
Delaware.
James River.
Schuylkill.
Suſquehanna—14.

UNITED STATES VISITED.

State of New York.
„ Michigan.
„ Illinois.
„ Miſſouri.
„ Kentucky.
„ Indiana.
„ Ohio.
„ Pennſylvania.
„ Maryland.
„ New Jerſey.
„ Virginia.
Diſtrict of Columbia—12.

LAKES.

Lake George.
„ Champlain.
„ Ontario.
„ Erie.
„ Michigan.
„ St Clair—6.

CONCLUSION.

The brief Prefatory Note at the commencement of this Diary explains how it comes to be printed; but I wiſh to be allowed to ſay, by way of "concluſion" to my travels, that it had long been a cheriſhed intention of mine to viſit Canada and the United States of America. At any time during the laſt ten years I was anxious to ſtart, but from one cauſe or other, generally ſome unexpected buſineſs arrangement of my own, or the failure to find a ſuitable travelling companion ready to ſtart at the ſame time as myſelf, my intention could not be carried out till the autumn of the preſent year.

As I have carefully entered every day's progreſs in the foregoing pages, I need not go over ground already well trodden. Of courſe thoſe who receive the preſent "Souvenir" will ſpeedily be aware that, ſpeaking comparatively, I have viſited only a ſmall portion of the New World. It was a ſubject of regret to me that limited time would not permit me to croſs over from Chicago to California to ſee the Pacific Ocean and the various ſights by the way, ſuch as the great Salt Lake, the city of Utah, the home of Mormoniſm, and the Rocky Mountains, which lend ſo much intereſt to American travel.

I claim to have been very induſtrious during the ſeven weeks of my ſojourn in the New World; it only requires a peruſal of the figures which I have gathered into a *focus* in the preceding two pages, as denoting the ground gone over, to ſhow that. Now that I have been prevailed upon to print, I regret exceedingly that I did not take fuller notes during my progreſs, but, as ſtated in another place, my Diary was originally intended for the peruſal of my own family, and although it now appears in print, it is printed ſubſtantially in the ſame form as it was ſent home.

America, as all readers know, is a country of great magnitude, many of its States occupying areas equal in extent to the kingdoms

we have at home, or on the Continent of Europe. Thus, three of the States which I viſited (Virginia, Ohio, and Illinois), compriſe a ſurface upwards of 34,000 ſquare miles larger than the united area of Great Britain and Ireland. The State of Virginia, for example, is conſiderably greater than England, and nearly as large as Scotland and Ireland put together, and the territory embraced in the State of Indiana is greater by far than Belgium and Holland combined, whilſt the State of Ohio is bigger than the Kingdom of Portugal! The Lakes and Rivers of the New World are, as might be expected, of correſponding magnitude, Lake Superior being 400 miles in length, and averaging 80 miles in breadth, whilſt the mighty Miſſiſſippi, "father of waters," runs, as I have elſewhere detailed, thouſands of miles before it finds a home in the deep boſom of the ocean. The United States, being ſo large, embrace at one and the ſame time the extremes of climatic variation: in the frigid north, while the ſnow is ſteadily falling, the vivifying ſun in the ſouth may be wakening the roſe into life, and transforming the ſcenes around into gardens of tropical beauty and luxuriance! Is it to be wondered at, then, that the inhabitants of this mighty country are both proud and ambitious, or that they lay out cities vaſt in extent, and abounding in ſtreets and buildings outvieing in length and ſize thoſe of any other nation? The country is rich in educational inſtitutions of all kinds—churches, ſchools, and literary aſſociations, being exceedingly numerous throughout America. The ſyſtem of national education in the United States has been moſt ſucceſsful; children are trained in knowledge and induſtry, and I have ſeen few idle people either in Canada or the States, nor, ſo far as I can charge my memory, was I ever ſolicited by a beggar for alms. As a home for the emigrant, the United States of America and the Dominion of Canada will afford room for a million or two of mechanics and labourers from other countries, there being in the riſing towns and rapidly extending villages work and wages for all, whilſt in the far interior of theſe countries there is land ſufficient for many thouſand farms.

It will be obſerved that I have confined myſelf in my Diary chiefly to the topography and induſtrial features of the States viſited by

myſelf and friends, not having taken time to pen diſquiſitions on the character of the American people. I might even now—not having forgotten what I ſaw or heard—interſperſe a few anecdotes of American humour and peculiarity, but I prefer that this "Souvenir" ſhould appear as the ſimple record it was originally intended to be. There are, of courſe, numerous eccentric individuals to be met with in travelling through the States—indeed, one is ſometimes *bored* with people trying to *gueſs* other people's buſineſs, or "calculating" to extract information by forced queſtions; but there is no avoiding recognition of the reſtleſs "go ahead" ſpirit of the people, or that decided lack of the conventional which, to our ſorrow, governs us all ſo much at home.

In concluſion, let me ſay that if a peruſal of the preceding pages ſhould induce any of my perſonal friends to go where I have gone, and the information as to prices and routes prove of uſe to them, I ſhall conſider that I have not printed in vain.